SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

166

To Take Effect Sunday, June 7, 1942, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN,
General Manager.

J. W. CORBETT,
Assistant General Manager.

W. B. KIRKLAND,
General Superintendent of Transportation.

W. L. HACK,
Superintendent.

EASTWARD

SACRAMENTO SUBDIVISION

Time Table No. 166

June 7, 1942

Capacity of Sidings in Car Lengths	THIRD CLASS						SECOND CLASS				FIRST CLASS						Distance from San Francisco			
	488	**486**	**484**	**482**	**478**	**470**	**606**	**423**	**442**	**421**	**88**	**102**	**22**	**202**	**10**	**28**			**STATIONS**	
	Freight	Freight	Freight	Freight	Freight	Portland Freight	Mixed	Freight	Mdse.	Freight	Challenger	Streamliner City of San Francisco	Pacific Limited	Passenger	Passenger	San Francisco Overland Limited				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sundays	Leave Daily	Leave Daily Ex. Sunday and Monday	Leave Daily	Leave Daily	Leave *See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Sacramento yard: BKWO TIP					8.20 AM	6.00 AM			1.00 AM		11.10 PM	5.53 PM	3.10 PM	10.00 AM	1.25 AM	12.10 AM	89.0 88.9	A. B. S.	TO-R SACRAMENTO 2.9	No. 2 Track
IYP								11.20 AM		1.00 AM	11.17	6.00	3.17	10.07	1.32	12.17	91.8		ELVAS 1.7	
WP																	93.5		SWANSTON 1.4	
South 92 P M 86											11.23	6.04	3.23	10.13	1.38	12.23	94.9		BENALI 7.9	
Roseville yard: 60 P											11.31	6.11	3.31	10.21	1.46	12.31	102.8		ANTELOPE 3.8	
BKWO TYP	7.00 PM	4.00 PM	12.30 PM	12.30 AM	9.05 AM	6.45 AM		11.50 AM	1.40 AM	1.30 AM	s 11.40 11.48 PM	6.18	s 3.40 3.50	s 10.30 AM	s 1.55 2.05	s 12.40 12.48	106.6		TO-R ROSEVILLE 4.0	
P															s 2.15		110.6		ROCKLIN 9.6	
Yard Limits E 73 WP	7.35	4.35	1.05	1.05							12.13 AM	6.39	f 4.17		s 2.35	1.13	120.2		TO NEWCASTLE 4.0	
E 67 WP											12.20	6.46	f 4.28		s 2.55	1.20	124.2		AUBURN, NEVADA ST. 4.9	
E 90 P				**1.28**							12.28	6.54	4.37		3.03	**1.28**	129.1		BOWMAN 5.2	
E 62 W											12.36	7.01	4.45		3.11	1.36	134.3		EAST APPLEGATE 3.3	
63 P											12.41	7.06	f 4.52		s 3.18	1.41	137.6		N. E. MILLS 4.1	
Yard Limits BKWYP	8.40	5.40	2.10	2.20							s 1.00	7.17	s 5.15		s 3.30 3.50	s 2.00	141.7		TO-R COLFAX 4.4	
M 46 P											1.11	7.26	5.27		f 4.02	2.12	146.1 146.0		CAPE HORN 6.2	
E 119 WOYP	9.25	6.25	2.55	3.05							1.26	7.39	5.41		s 4.17	2.28	152.2		TO GOLD RUN 4.6	
5 Spur P											1.37	7.49	5.53		f 4.29	2.40	156.8		TOWLE 3.9	
M 90 P											1.47	7.58	6.02		f 4.40	2.51	160.7		MIDAS 4.1	
M 68 WP											1.57	8.07	6.11		4.49	3.02	164.8		KNAPP 0.7	
WP															s 4.52		165.5 166.6		BLUE CANON 5.2	
Yard Limits M 90 WITP	11.20 PM	**8.19**	4.55	**5.15**							2.15	**8.19**	f 6.30		s **5.15**	3.21	171.8	A. T. C.	TO EMIGRANT GAP 6.1	
M 69 WP											2.30	8.31	6.45		f 5.31	3.37	177.9		CRYSTAL LAKE 2.4	
WP													f 6.51		f 5.38		180.3		CISCO 5.2	
M 55 WP											2.48	8.47	7.03		5.51	3.56	185.5		TROY 6.5	
E 102 BKWITP	1.10 AM	10.10	6.35	6.40							3.03	9.02	f 7.20		s 6.10	4.15	192.0		TO NORDEN 3.8	
																	195.8 197.2		EDER 5.7	
M 63 WP											3.23	9.21	7.40		6.30	4.35	202.9		STANFORD 5.1	
Yard Limits BKWOYP	2.15	11.15 PM	7.40	7.40							s 3.40	9.30	s 8.00		s 6.55	s 5.00	208.0	A. B. S.	TO-R TRUCKEE 10.1	
M 97 P											3.57	9.44	8.17		7.15	5.17	218.1		HINTON 4.3	
64 P											4.04	9.51	8.24		f 7.25	5.24	222.4		FLORISTON 10.0	
M 122 P	3.15	12.15 AM	**8.40**	8.45							4.20	10.04	**8.40**		f 7.50	5.40	232.4		VERDI 10.5	
Sparks Yard: P							6.50 PM				s 4.40 4.50	s 10.25	s 9.05 9.15		s 8.15 8.40	s 6.00 6.10	242.9		RENO 2.6	
							f 6.58				f		s 9.25		s 8.50		245.5		SPARKS (PSGR. STA.) 0.7	
BKWOTP	4.00 AM	1.00 AM	9.35 PM	9.30 AM			s 7.02 PM				s 5.05 AM	s 10.35 PM	s 9.28 PM		s 8.55 AM	s 6.25 AM	246.2		TO-R SPARKS (DSP. OFF.)	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday and Monday	Arrive Daily	Arrive Daily	Arrive *See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(154.9)	
	(9.00) 15.24	(9.00) 15.24	(9.05) 15.10	(9.00) 15.24	(0.45) 23.60	(0.45) 23.60	(0.12) 16.50	(0.30) 29.60	(0.40) 26.55	(0.30) 29.60	(5.55) 26.18	(4.42) 32.96	(6.18) 24.59	(0.30) 35.40	(7.30) 20.65	(6.15) 24.78			Time over District Average Speed per Hour	

RULES S-71, D-71, 72, S-72, 85, 86, 87, and 93: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 10 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes.

No. 606 may run ahead of first-class trains from Reno.

RULE 5. At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.

No. 10 stop at Soda Springs to receive or discharge passengers and at Boca to exchange mail by locker.

★Note—No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

Additional Stations:

Station	M.P.
Planehaven	M.P. 97.5
Walerga	M.P. 99.4
Lincoln Ave., Penryn	M.P. 115.5
Clipper Gap	M.P. 131.4
Magra	M.P. 148.5
Dutch Flat	M.P. 154.1
Alta	M.P. 156.0
Smart	M.P. 173.3
Yuba Pass	M.P. 176.1
Soda Springs	M.P. 190.4
Eder Cross-over	M.P. 197.7
Andover	M.P. 200.6
Andover Cross-over	M.P. 201.3
Boca	M.P. 216.3
Wickes	M.P. 221.9
Mystic	M.P. 225.5
Calvada	M.P. 228.5
Mogul	M.P. 235.7
Lawton	M.P. 237.1

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
10	Dutch Flat	Receive and Discharge		
10	Troy	Thursdays		
10	Eder	Tuesdays and Saturdays		
10	Andover	Sundays and Tuesdays		
22	Alta	Discharge Rev. Passengers		Sacramento
22	Soda Springs	Receive and Discharge		
28	Any Station	Receive Revenue Passengers	Ogden	
88	Any Station	Receive Revenue Passengers	Sparks	
88	Auburn, Nev. St.	Discharge		Berkeley

SACRAMENTO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths		Time Table No. 166 June 7, 1942		Distance from Sparks	FIRST CLASS						SECOND CLASS		THIRD CLASS		
					101 Streamliner City of San Francisco	7 Passenger	21 Pacific Limited	9 Fast Mail	27 San Francisco Overland Limited	87 Challenger	605 Mixed	420 Freight	481 Freight	483 Freight	471 Oakland Freight
		STATIONS			Arrive *See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Sacramento yard BKWO ITP		TO-R SACRAMENTO	2.9	156.4	s 7.10AM	s 7.10PM	s 7.20PM	s 1.50AM	s 3.55AM	s 4.15AM					2.45PM
IYP		ELVAS	1.7	153.5	7.00	6.59	7.10	1.42	3.44	4.04		9.10PM			2.30
WP		SWANSTON	1.4	151.8		f									
P South 92 M 86		BENALI	7.9	150.4	6.57	6.53	7.04	1.36	3.38	3.58					
Roseville yd. M 60 P		ANTELOPE	3.8	142.5	6.50	6.45	6.56	1.28	3.30	3.50					
BKWO TYP		TO-R ROSEVILLE	4.0	138.7	6.44	6.35PM	6.48 s 6.40	1.20 s 1.10	3.20 s 3.10	3.40 s 3.30		8.30PM	11.00AM	3.20AM	2.00PM
P		ROCKLIN	3.3	134.7					2.52	f 3.14					
85 P		TO LOOMIS	2.7	131.4	6.34		s 6.17	12.56	2.44	f 3.08					
44 P		PENRYN	3.0	128.7			f 6.07		2.36	f 3.02					
Yard Limits 54 WP		TO NEWCASTLE	4.0	125.7	6.24		s 5.59	12.45	2.27	f 2.55			10.10	2.35	
Yard Limits 62 P	A. B. S.	FLINT	0.9	121.7											
47 WP		TO AUBURN	3.9	120.8	6.15		s 5.45	12.35	2.12	s 2.40					
W 83 P		BOWMAN	5.5	116.9	6.08		5.31	12.27	2.00	f 2.28					
46 P		WEST APPLEGATE	3.2	111.4	5.59		5.20	12.16	1.44	f 2.16					
Spur P 60		N. E. MILLS	5.0	108.2	5.53		f 5.13	12.09AM	1.35	f 2.08					
Yard Limits BKWYP		TO-R COLFAX	4.3	103.2	5.45		s 5.00	s 11.59PM	s **1.20**	s 1.55			8.45	**1.20**	
C 52 P		CAPE HORN	6.2	98.9	5.36		4.43	11.45	1.05	1.38					
61 WOYP		TO GOLD RUN	4.6	92.7	5.24		4.30	11.32	12.52	f 1.25			8.10	12.40AM	
P Spur 5	No. 1 Track	TOWLE	3.9	88.1	5.13		4.16	11.23	12.39	f 1.14					
M 95 P		MIDAS	4.1	84.2	5.06		4.08	11.15	12.31	f 1.06					
M 70 WP		KNAPP	6.0	80.1	4.59		3.59	11.07	12.22	12.58					
Yard Limits M 95 WITP		TO EMIGRANT GAP	4.3	74.1	4.48		f 3.45	**10.55**	12.08AM	f 12.46			6.30	**10.55PM**	
Summer 73 P		YUBA PASS	1.8	69.8			3.35	10.47	11.58PM	12.37					
M 78 WP		CRYSTAL LAKE	2.4	68.0	4.36		3.31	10.43	11.54	12.33					
P	A. T. C.	CISCO	5.3	65.6			f 3.26		11.48	f 12.28					
M 54 WP Summer 71		TROY	6.5	60.3	4.22		3.12	10.28	11.35	12.16					
E BKWITP		TO NORDEN	0.9	53.8	4.11		f 2.55	10.15	11.20	s 12.01AM			5.00	9.30	
P(Upper) 77 (Lower) 59		SUMMIT	3.1	52.9											
81 P		DONNER	2.1	49.8	4.01		2.43	10.05	11.05	11.47PM					
		EDER	4.7	47.7											
M 61 WP		STANFORD	5.1	43.0	3.48		2.27	9.51	10.45	11.32					
Yard Limits BKWOYP		TO-R TRUCKEE	8.2	37.9	**3.39**		s 2.15	s 9.40	s 10.30	s 11.20			**3.39**	8.00	
42 P		BOCA	1.8	29.7	3.27		1.53		9.53	f 10.54					
M 98 P		HINTON	4.3	27.9	3.24		1.49	9.18	9.48	10.50					
WP	A. B. S.	FLORISTON	9.9	23.6	3.17		1.42	9.11	9.38	f 10.43					
M 122 P		VERDI	10.4	13.7	3.02		1.27	8.56	9.18	f 10.27					
Sparks yard P		RENO	2.6	3.3	s 2.46		s 1.10	8.40 s 8.30	8.53 s 8.43	10.10 s 9.53	s 6.50PM				
		SPARKS (PSGR. STA.)	0.7	0.7			s 12.53			s 9.45	f 6.40				
BKW OTP		TO-R SPARKS (DSP. OFF.)		0.0	2.40AM		12.50PM	8.20PM	8.30PM	9.40PM	6.30PM		1.30AM	6.00PM	
		(156.4)			Leave *See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District Average Speed per Hour			(4.30) 34.76	(0.35) 30.34	(6.30) 24.06	(5.30) 28.44	(7.25) 21.09	(6.35) 23.76	(0.20) 9.90	(0.40) 22.20	(9.30) 14.51	(9.20) 14.86	(0.45) 23.60

★No. 101 leave and arrive 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, 31st and 1st.

Rules S-71, D-71, 72, S-72, 85, 86, 87, and 93: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 10 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes.

RULE 5. At Loomis—Time applies at Passenger station.

At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.

Westward trains receiving orders moving eastward trains from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived, and eastward trains authorized to use No. 1 track Loomis to Newcastle, proceed on No. 1 track to first crossover switch, east of station at Newcastle.

Westward trains must stop east of east crossover switch at Newcastle unless train-order signal indicates "proceed."

No. 27 stop at the following stations to exchange mail by locker: Norden, Soda Springs, Emigrant Gap, Blue Canon, Towle, Alta, Dutch Flat, Gold Run, N. E. Mills, West Applegate, Clipper Gap, Bowman, Auburn, Newcastle, Penryn, Loomis and Rocklin.

No. 21 stop at Boca when requested by postal clerk to dispatch registered postal supplies and reduce speed, or stop if necessary, at Norden for mail exchange, stop Alta for express and Penryn, daily except Sundays and holidays to receive parcel post.

ADDITIONAL STATIONS

Lawton	M.P. 237.1
Mogul	M.P. 235.7
Calvada	M.P. 228.5
Mystic	M.P. 225.5
Wickes	M.P. 221.9
Andover cross-over	M.P. 201.3
Andover	M.P. 200.6
Eder cross-over	M.P. 197.7
Soda Springs	M.P. 190.4
Smart	M.P. 173.3
Blue Canon	M.P. 165.5 M.P. 166.6
Alta	M.P. 156.0
Dutch Flat	M.P. 154.1
Magra	M.P. 148.5
Clipper Gap	M.P. 131.6
Walerga	M.P. 99.4
Planehaven	M.P. 97.5

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21	Any Station	Discharge Revenue Passengers except between Truckee and Soda Springs		Sparks
21	Soda Springs Alta Dutch Flat			
87	Soda Springs Blue Canon Alta Dutch Flat			
87	Any Station	Discharge		Sparks
27	Any Station	Receive Revenue Passengers	Sacramento	
27	Any Station	Discharge		Reno

EASTWARD — Time Table No. 166 — WESTWARD

June 7, 1942

Knights Landing Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Yuba City
Yard Limits 107 BKWIP	84.9	TO-R WOODLAND	35.5
		2.3	
12	87.2	GARIO	33.2
		0.5	
17	87.7	SUGARFIELD	32.7
		5.8	
	93.5	KNIGHTS LANDING JCT.	26.9
		0.5	
25 WP	94.0	TO KNIGHTS LANDING	26.4
		2.5	
P	96.5	R GRACE S. P. Crossing	23.9
		0.9	
2 Spur	97.4	BYPASS	23.0
		7.8	
36	105.2	CHANDLER	15.2
		2.3	
23	107.5	MAROUSE	12.9
		3.9	
34 W	111.4	TUDOR	9.0
		1.0	
8	112.4	ABBOTT	8.0
		3.4	
37	115.8	OSWALD	4.6
		1.9	
44	117.7	BOGUE	2.7
		2.7	
Yard Limits 21 KWOYP	120.4	YUBA CITY S. N. R. R. Crossing	0.0
		(35.5)	
		........Time over District........	
		........Average Speed per Hour........	

EASTWARD — Time Table No. 166 — WESTWARD

June 7, 1942

Oroville Branch

Capacity of Sidings and Car Lengths	Distance from San Francisco	STATIONS	Distance from Oroville
Yd. Limits	121.8	W. P. R. R. Crossing E STREET, MARYSVILLE	26.1
		0.9	
BKWO IYP	122.7	TO-R MARYSVILLE	25.2
		8.0	
13	130.7	RAMIREZ	17.2
		4.3	
8 P	135.0	HONCUT	12.9
		6.6	
9	141.6	HEARST	6.3
		0.9	
30 P	142.5	PALERMO	5.4
		5.4	
Yard Limits KWTP	147.9	TO-R OROVILLE	0.0
		(26.1)	
		........Time over District........	
		........Average Speed per Hour........	

EASTWARD — Time Table No. 166 — WESTWARD

June 7, 1942

River Farms Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Boyer
	93.5	KNIGHTS LDG. JCT.	13.8
		2.8	
18 Spur	96.3	EASTHAM	11.0
		2.9	
21	99.2	AYRSHIRE	8.1
		3.2	
70 Spur	102.4	TYNDALL	4.9
		3.7	
16	106.1	JIMENO	1.2
		1.2	
16 Spur	107.3	BOYER	0.0
		0.9	
		END OF TRACK	
		(13.8)	
		........Time over District........	
		........Average Speed per Hour........	

EASTWARD

Time Table No. 166

June 7, 1942

Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS				FIRST CLASS						Distance from San Francisco		STATIONS
	514	498	496	600	494	20	8	12	24	202	16			
	Local Freight	Freight	Manifest	Manifest	Freight	Klamath	Passenger	Beaver	Cascade	Passenger	West Coast			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits BKWIYP	4.00 AM			6.50 AM		11.55 PM	11.10 PM	8.35 PM	7.21 PM		10.45 AM	75.6	A. B. S.	TO-R DAVIS
														5.1
98 P	4.15			**7.06**		12.02 AM	11.17	8.42	7.28		**10.52**	80.7		MERRITT
														2.5
13												83.2		MULLEN
														1.7
Yard Limits 36 BKWIP	5.00			**7.15**		s 12.15	11.25	8.50	7.34		s **11.05**	84.9		TO-R WOODLAND S. N. R. R. Crossing
														5.0
36 P	5.20			7.25		12.22	11.33	8.57	7.40		11.13	89.9		TO YOLO
														5.9
26 P	**5.46**			7.34		12.28	11.41	9.03	7.46		11.19	95.8		ZAMORA
														2.2
15 P												98.0		BRETONA
														5.2
27 WP	**6.22**			7.46		12.36	11.51	9.11	7.54		11.27	103.2		DUNNIGAN
														3.2
43 P	**6.30**											106.4		HERSHEY
														1.9
75 103 YP	6.35			7.54		12.42	11.58 PM	9.17	7.59		11.33	108.3		HARRINGTON
														5.2
37 P	6.52			8.02		f 12.49	12.06 AM	9.23	8.05		s 11.40	113.5		TO ARBUCKLE
														4.1
26 P	7.00			8.09								117.6		GENEVRA
														6.6
43 P	7.30			**8.19**		s 1.08	12.20	9.36	8.16		s 11.55 AM	124.2		TO WILLIAMS
														4.9
38 P	**7.45**			8.27		1.15	12.26	9.43	8.21		12.02 PM	129.1		CORTENA
														3.9
50 WP	8.20			8.33		f 1.20	12.30	9.47	8.25		12.07	133.0		TO MAXWELL
														5.3
100 P	**8.41**			**8.41**		1.26	12.36	9.53	8.31		12.14	138.3		DELAVAN
														3.8
42	8.55			8.47		1.30	12.40	9.57	8.35		12.19	142.1		NORMAN
														2.2
27 P	9.10			8.51								144.3		LOGANDALE
														5.6
Yard Limits 100 BKWOYP	9.30 AM			9.02		s 1.40 1.55	1.00	f 10.10	8.44		s 12.35	149.9		TO-R WILLOWS
														6.9
39 P				9.14		2.04	1.09	10.19	8.52		12.45	156.8		ARTOIS
														3.9
44				9.20		2.08	1.14	10.24	8.56		12.49	160.7		GRAPIT
														1.3
29 P												162.0		GREENWOOD
														3.4
Yard Limits 24 BKWP				**9.29**		s 2.20	1.22	10.33	9.01		s 1.00	165.4		TO-R ORLAND
														1.6
Yard Limits 33 YP				9.35		2.22	1.24				1.03	167.0		WYO
														6.4
23 P				9.45		2.29	1.32	10.43	9.09		1.11	173.4		KIRKWOOD
														5.1
37 P				9.53		s 2.40	1.40	10.55	9.15		s 1.22	178.5		TO CORNING
														3.1
39 P				9.58		2.45	1.44	11.00			1.27	181.6		RICHFIELD
														4.7
Yard YP		8.01 PM	11.25 AM	10.06	3.25 AM	2.51	1.50	11.05	9.23	1.45 PM	1.35	186.3		R TEHAMA
														2.1
Gerber Yard BKWOYP		8.10 PM	11.35 AM	10.15 AM	3.35 AM	s 3.00 AM	s 2.00 AM	s 11.15 PM	s 9.30 PM	s 1.55 PM	s 1.45 PM	188.4		TO-R GERBER
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.8)
	(5.30) 13.51	(0.09) 14.00	(0.10) 12.60	(3.25) 33.01	(0.10) 12.60	(3.05) 36.58	(2.50) 39.81	(2.40) 42.30	(2.09) 52.47	(0.10) 12.60	(3.00) 37.60			........Time over District........ ....Average Speed per Hour........

Additional Stations—Knights Landing-Oroville Branches:

Laugenour.M.P. 89.4
Coranco...M.P. 92.4
Cunard.....M.P. 96.1
Lee...........M.P. 102.7
Wilson.....M.P. 109.2

Binney Junction Tower...M.P. 122.7
Mello......M.P. 126.5

Additional Stations:

Dufour.....M.P. 92.1
Delphos....M.P. 126.8
Riz........M.P. 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
12	Woodland Williams Orland Corning	Discharge		Davis
12	Williams Orland	Receive	Klamath Falls	

SACRAMENTO SUBDIVISION WESTWARD

Time Table No. 166

June 7, 1942

		STATIONS	Distance from Gerber	FIRST CLASS						SECOND CLASS				THIRD CLASS
				19	201	23	17	7	15	495	601	497	499	515
				Klamath	Passenger	Cascade	Oregonian	Passenger	West Coast	Freight	Manifest	Manifest	Freight	Local Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
A. B. S.	TO-R	DAVIS 5.1	112.8	s 6.20 AM	s 7.15 AM	s 11.20 AM	s 5.35 PM		s 6.25 PM		7.35 AM			11.05 AM
		MERRITT 2.5	107.7	6.11	**7.06**	11.11	5.26		6.16		7.25			**10.52**
		MULLEN 1.7	105.2											
	TO-R	WOODLAND S. N. R. R. Crossing 5.0	103.5	6.05	s 7.00	**11.05**	s 5.20		s 6.10		**7.15**			10.35
	TO	YOLO 5.9	98.5	5.53	6.48	10.56	5.09		5.58		6.55			10.10
		ZAMORA 2.2	92.6	**5.46**	**6.42**	10.49	5.03		5.51		**6.42**			9.55
		BRETONA 5.2	90.4											
		DUNNIGAN 3.2	85.2	5.38	6.34	10.41	4.55		5.43		**6.22**			9.35
		HERSHEY 1.9	82.0		**6.30**									
		HARRINGTON 5.2	80.1	5.32	6.28	10.35	4.50		5.37		6.14			9.15
	TO	ARBUCKLE 4.1	74.9	5.25	6.22	10.29	4.44		5.31		6.06			9.00
		GENEVRA 6.6	70.8	5.19	6.16		4.39		5.26		5.59			8.35
	TO	WILLIAMS 4.9	64.2	5.11	s 6.08	10.17	4.31		s 5.18		5.49			**8.19**
		CORTENA 3.9	59.3	5.04	6.00	10.11	4.24		5.10		5.41			**7.45**
	TO	MAXWELL 5.3	55.4	5.00	s 5.55	10.07	4.20		5.06		5.35			7.30
		DELAVAN 3.8	50.1	4.54	s 5.48	10.01	4.14		5.00		5.27			7.00
		NORMAN 2.2	46.3								5.21			6.30
		LOGANDALE 5.6	44.1	4.48	5.41	9.55	4.08		4.53		5.17			6.15
	TO-R	WILLOWS 6.9	38.5	s 4.40	s 5.33	9.47	s 4.00		s 4.45		5.08			6.00 AM
		ARTOIS 3.9	31.6	4.27	s 5.21	9.38	3.46		4.31		4.56			
		GRAPIT 1.3	27.7	4.23	5.16	9.34	3.42		4.27		4.50			
		GREENWOOD 3.4	26.4											
	TO-R	ORLAND 1.6	23.0	4.18	s 5.10	**9.29**	3.36		s 4.20		4.42			
		WYO 6.4	21.4	4.14	5.04	9.27	3.31		4.14		4.39			
		KIRKWOOD 5.1	15.0	4.07	s 4.57	9.20	3.24		4.07		4.29			
	TO	CORNING 3.1	9.9	s 4.00	s 4.50	9.14	3.17		s 4.00		4.21			
		RICHFIELD 4.7	6.8	3.54	s 4.42		3.10		3.50		4.16			
	R	TEHAMA 2.1	2.1	3.49	s 4.34	9.06	3.04	s 3.14 PM	3.44	12.13 AM	4.08	8.13 AM	4.13 PM	
	TO-R	GERBER	0.0	3.45 AM	4.30 AM	9.02 AM	3.00 PM	3.10 PM	3.40 PM	12.05 AM	4.00 AM	8.05 AM	4.05 PM	
		(112.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		Time over District Average Speed per Hour		(2.35) 43.66	(2.45) 41.02	(2.18) 49.04	(2.35) 43.66	(0.04) 31.50	(2.45) 41.02	(0.08) 15.75	(3.35) 31.48	(0.08) 15.75	(0.08) 15.75	(5.05) 14.62

No. 19 reduce speed to 10 MPH at Orland to permit picking up U. S. mail.

No. 17 stop at Corning and Orland on flag to entrain mail clerk.

Additional Stations:

Dufour......M.P. 92.1
Delphos.....M.P. 126.8
Riz..........M.P. 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
201	Arbuckle	Receive	Davis	
17	Arbuckle	Receive	Berkeley	
17	Corning Orland Williams	Receive	Martinez	
19	Orland Williams Arbuckle Woodland	Receive	West of Davis where scheduled to stop.	

SACRAMENTO SUBDIVISION

EASTWARD — Time Table No. 166 — WESTWARD

June 7, 1942

Sutter Basin Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Josephine
	P	96.5	R	GRACE 0.4	20.8
28	P	96.9		MARCHANT 3.5	20.4
45	WP	100.4		ROBBINS 1.3	16.9
28	P	101.7		SEYMOUR 3.4	15.6
48	P	105.1		SUBACO 2.1	12.2
28		107.2		PELGER 2.1	10.1
48	P	109.3		EVERGLADE 1.9	8.0
39	YP	111.2		HINSDALE 2.1	6.1
31		113.3		TISDALE 1.9	4.0
14	Spur	115.2		PROGRESS 2.1	2.1
14	Spur	117.3		JOSEPHINE	0.0
				(20.8)	
				Time over District Average Speed per Hour	

EASTWARD — Time Table No. 166 — WESTWARD

June 7, 1942

Sutter Basin Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Karnak
28	P	96.9		MARCHANT 0.7	2.5
22		97.6		ENSLEY 1.8	1.8
2	P	99.4		KARNAK	0.0
				(2.5)	
				Time over District Average Speed per Hour	

EASTWARD — Time Table No. 166 — WESTWARD

June 7, 1942

Fruto Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Fruto
Yard Limits 100 BKWOYP		149.9	TO-R	WILLOWS 2.7	17.0
9	Spur	152.6		LOSA 3.2	14.3
15		155.8		KURAND 3.8	11.1
5	Spur	159.6		MILLSHOLM 4.0	7.3
5		163.6		ATHENA 3.3	3.3
14	PT	166.9	R	FRUTO	0.0
				(17.0)	
				Time over District Average Speed per Hour	

EASTWARD — SACRAMENTO SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS				FIRST CLASS	Distance from San Francisco	Time Table No. 166 June 7, 1942	Distance from Tehama	FIRST CLASS	SECOND CLASS			THIRD CLASS
	502 Local Freight	498 Freight	496 Manifest	500 Mdse.	494 Freight	202 Passenger		STATIONS		7 Passenger	495 Freight	497 Manifest	499 Freight	501 Local Freight
	Leave Daily Ex. Sundays	Leave Daily	Leave Daily	Leave Daily Ex. Sundays	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays
Roseville yd. BKWOTYP		4.05 PM	8.05 AM	1.00 AM	12.05 AM	10.30 AM	106.6	TO-R ROSEVILLE 6.2	105.1	s 6.32 PM	3.40 AM	11.50 AM	7.40 PM	11.00 PM
98 P		4.20	8.20	1.12	12.20	10.40	112.8	WHITNEY 4.2	98.9	6.22	3.26	11.34	7.26	10.40
106 WP		4.28	8.28	1.20	12.28	s 10.46	117.0	TO LINCOLN 4.0	94.7	s 6.15	3.18	11.26	7.18	10.30
30 P							121.0	EWING 1.1	90.7					
94 P		4.37	8.37	1.29	12.37	10.55	122.1	BROCK 2.7	89.6	6.04	3.09	11.17	7.09	10.00
25				1.34		10.59	124.8	SHERIDAN 3.3	86.9	6.00	3.04	11.12	7.04	9.55
122 WP		4.50	8.48	1.40	12.48	f **11.05**	128.1	TO WHEATLAND 6.1	83.6	f 5.55	2.57	**11.05**	6.57	9.45
89 P		5.05	8.59	1.51	12.59	11.14	134.2	OSTROM 5.6	77.5	5.45	2.46	10.46	6.46	9.15
							139.8	DANTONI JCT. 1.0	71.9					
Yard Limits BKW OIYP	3.00 AM	**5.35**	9.12	2.05 AM	1.12	s 11.35	140.8	TO-R MARYSVILLE 1.0	70.9	s **5.35**	2.34	10.34	6.34	9.00
							141.8	W. P. R. R. Crossing 2.9	69.9					
98 WP	3.15	5.50	9.22		1.22	11.42	144.7	BERG 3.0	67.0	5.17	2.24	10.24	6.24	7.50
33	3.22	5.59	9.28		1.28	11.46	147.7	LOMO 2.1	64.0	5.13	2.18	10.18	6.18	7.40
28							149.8	A. B. S. SUNSET 1.7	61.9					
100 IP	3.40	**6.11**	9.35		1.35	s 11.52 AM	151.5	TO LIVE OAK S. N. R. R. Crossing 6.5	60.2	s 5.08	2.11	10.11	**6.11**	7.30
102 P	4.15	6.23	9.47		1.47	s 12.01 PM	158.0	TO GRIDLEY 3.4	53.7	s 4.58	1.59	9.59	5.59	7.00
38 KWBP	4.45	**6.29**	**9.53**		**1.53**	s 12.10	161.4	TO BIGGS 6.0	50.3	s 4.50	**1.53**	**9.53**	5.53	**6.29**
100 P	5.05	6.40	10.04		2.04	s 12.20	167.4	RICHVALE 4.1	44.3	s 4.38	1.40	9.40	5.40	6.04
89 P	5.20	6.47	10.11		2.11	12.26	171.5	NELSON 6.6	40.2	f 4.30	1.33	9.33	5.33	5.40
86 P	5.45	6.59	10.23		2.23	f 12.35	178.1	TO DURHAM 6.1	33.6	s 4.19	1.21	9.21	**5.21**	**5.21**
Yard Limits BKWOYP	6.00 AM	7.10	10.34		2.34	s 12.55	184.2	S. N. R. R. Crossing TO-R CHICO 7.1	27.5	s 4.08	1.09	9.09	5.09	5.00 PM
24 P		7.23	10.47		2.47	1.06	191.3	NORD 2.3	20.4	3.48	12.55	8.55	4.55	
98 P		7.27	10.51		2.51	1.10	193.6	ANITA 9.4	18.1	3.45	12.51	8.51	4.51	
131 WP		7.43	11.07		3.07	f 1.25	203.0	VINA 6.7	8.7	f 3.32	12.35	8.35	4.35	
40 P		7.55	11.19		3.19	f 1.37	209.7	TO LOS MOLINOS 2.0	2.0	f 3.21	12.23	8.23	4.23	
Yard YP		8.01 PM	11.25 AM		3.25 AM	1.45 PM	211.7	R TEHAMA	0.0	3.14 PM	12.13 AM	8.13 AM	4.13 PM	
	Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily		(105.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays
	(3.00) 14.47	(3.56) 26.72	(3.20) 31.53	(1.05) 31.57	(3.20) 31.53	(3.15) 32.34		Time over District Average Speed per Hour		(3.18) 31.85	(3.27) 30.46	(3.37) 29.06	(3.27) 30.46	(6.00) 12.93

RULE 5. At Roseville, schedule time and train orders for eastward trains on Roseville-Tehama line, apply at west switch of crossover, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

No. 7 stop at Sheridan when necessary for U. S. Mail or newspapers.

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 166 June 7, 1942 Dantoni Branch STATIONS	Distance from Dantoni
	139.8	DANTONI JCT. 3.2	4.4
5	143.0	LINDA 1.2	1.2
12	144.2	R DANTONI	0.0
		(4.4)	
		Time over District Average Speed per Hour	

Additional Stations:

Clayton	M. P. 118.4	Sullivan	M. P. 146.4
Jester	M. P. 126.0	Fagan	M. P. 155.9
Rupert Spur	M. P. 138.9	Riceton	M. P. 164.1
Binney Junction Tower	M. P. 141.8	Cana	M. P. 196.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
202	Sheridan	Sundays & Holidays		

SACRAMENTO SUBDIVISION

Colusa Branch

Time Table No. 166
June 7, 1942

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	WESTWARD Distance from Wyo
Yard Limits	YP	108.3	R	HARRINGTON	72.1
				4.0	
33		112.3		COLLEGE CITY	68.1
				3.7	
28		116.0		GRAINO	64.4
				4.8	
60	W	120.8	TO	GRIMES	59.6
				3.6	
24		124.4		SYCAMORE	56.0
				8.6	
56		133.0	TO	COLUSA	47.4
				10.2	
43	Spur	143.2		STEGEMAN	37.2
				2.7	
33	W	145.9		PRINCETON	34.5
				4.5	
28		150.4		CODORA	30.0
				5.2	
56		155.6		GLENN	24.8
				6.5	
33		162.1		ORDBEND	18.3
				3.8	
28		165.9		ROTAVELE	14.5
				4.1	
55	W	170.0	TO	HAMILTON	10.4
				10.4	
33	YP	180.4		WYO	0.0
				(72.1)	
				........Time over District........	
				........Average Speed per Hour........	

Additional Stations: Oak Flat M.P. 125.4, Cory M.P. 178.6

Lake Tahoe Branch

Time Table No. 166
June 7, 1942

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	WESTWARD Distance from Lake Tahoe
Yard Limits	BKWOYP	208.1	TO-R	TRUKEE	14.5
				6.6	
14	P	214.7		BIG CHIEF	7.9
				7.9	
Yard Limits	P	222.6	R	LAKE TAHOE	0.0
				(14.5)	
				........Time over District........	
				........Average Speed per Hour........	

SACRAMENTO SUBDIVISION

Fair Oaks Branch

Time Table No. 166
June 7, 1942

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	WESTWARD Distance from Fair Oaks
35	P	104.4	R	CITRUS	1.9
				1.9	
Yd. Limits 15	P	106.3	TO-R	FAIR OAKS	0.0
				(1.9)	
				........Time over District........	
				........Average Speed per Hour........	

Placerville Branch

Time Table No. 166
June 7, 1942

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	WESTWARD Distance from Folsom
Yard Limits	Y	111.1		FOLSOM JUNCTION	0.7
				0.7	
Yard Limits 22	WP	111.8	TO-R	FOLSOM	0.0
				(0.7)	
				........Time over District........	
				........Average Speed per Hour........	

Walnut Grove Branch

Time Table No. 166
June 7, 1942

EASTWARD Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	WESTWARD Distance from Hood
		104.6		HOOD JCT.	0.7
				0.7	
58	P	105.3		HOOD	0.0
				(0.7)	
				........Time over District........	
				........Average Speed per Hour........	

EASTWARD SACRAMENTO SUBDIVISION WESTWARD

Placerville Branch

Time Table No. 166
June 7, 1942

Capacity of Sidings in Car Lengths		SECOND CLASS 518 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Placerville	THIRD CLASS 521 Local Freight Arrive Sundays and Holidays	THIRD CLASS 519 Local Freight Arrive Daily Ex. Sun., Mon. and Holidays
Sacto. yard	BKW OTP	Via Elvas	88.8	TO-R	SACRAMENTO	59.9	Via Elvas	Via Elvas
					5.9			
	128 WP	5.50 AM	94.7	R	BRIGHTON	54.0	10.00 AM	11.50 AM
					1.2			
22		5.55	95.9		PERKINS	52.8	9.50	11.40
					1.6			
5			97.5		MANLOVE	51.2		
					1.4			
70		6.05	98.9		MAYHEW	49.8	9.40	11.25
					1.8			
2			100.7		ROUTIER	48.0		
					0.9			
24	Y	6.20	101.6		MILLS	47.1	9.30	11.15
					2.8			
29	P	6.50	104.4	R	CITRUS	44.3	9.21	11.00
					3.0			
12			107.4		NIMBUS	41.3	9.10	10.15
					2.7			
34		7.33	110.1		NATOMA	38.6	9.00	10.00
					1.0			
Yard Limits	Y	**8.40**	111.1		FOLSOM JCT.	37.6	**8.40**	9.55
					6.9			
4		**9.10**	118.0		WHITE ROCK	30.7	8.10	**9.10**
					8.1			
11		9.50	126.1		LATROBE	22.6	7.35	8.35
					5.3			
4		10.20	131.4		DUGAN	17.3	7.12	8.10
					5.5			
23	W	11.20 AM	136.9		SHINGLE SPRINGS	11.8	6.50	7.45
					5.8			
24		12.01 PM	142.7		EL DORADO	6.0	6.25	7.20
					2.3			
18	P	12.30	145.0	TO	DIAMOND SPRINGS	3.7	6.15	7.00
					3.7			
Yard Limits	BKWTP	1.00 PM	148.7	TO-R	PLACERVILLE	0.0	6.00 AM	6.30 AM
		Arrive Daily Ex. Sunday			(59.9)		Leave Sundays and Holidays	Leave Daily Ex. Sun., Mon. and Holidays
		(7.10)			........Time over District........		(4.00)	(5.20)
		7.53			........Average Speed per Hour........		13.50	10.12

Additional Stations:
Ramona..................M.P. 95.5
Prattrock..................M.P. 111.4
Cothrin..................M.P. 123.1
Brela..................M.P. 128.1
Brandon..................M.P. 129.8
Bullard..................M.P. 131.7
Bennett..................M.P. 134.0
Apex..................M.P. 147.7

SACRAMENTO SUBDIVISION

Time Table No. 166
June 7, 1942

SACRAMENTO YARD—OUTBOUND, VIA ELVAS TO BRIGHTON

	SECOND CLASS 420 Freight Leave Daily	SECOND CLASS 518 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 60 West Coast Leave Daily	FIRST CLASS 231 Passenger Leave Daily	Distance from San Francisco		STATIONS
Sacramento yard			8.00 PM	8.00 AM	88.9	A.B.S.	TO-R SACRAMENTO (Passenger Station)
							0.9
		5.30 AM			89.8		R SACRAMENTO (12th Street)
							2.0
I P	9.10 PM	5.40	8.10	8.10	91.8 136.2	Interlocking	ELVAS
							3.0
I P	9.30 PM	5.50 AM	8.15 PM	f 8.15 AM	133.2		R BRIGHTON
							1.5
I					131.7		END OF SACTO DIV.
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(7.4)

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward.
Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

SACRAMENTO YARD—INBOUND, VIA ELVAS FROM BRIGHTON

	STATIONS	Distance from End of Division		FIRST CLASS 59 West Coast Arrive Daily	FIRST CLASS 232 Passenger Arrive Daily	SECOND CLASS 421 Freight Arrive Daily	SECOND CLASS 423 Freight Arrive Daily	THIRD CLASS 521 Local Freight Arrive Sundays and Holidays	THIRD CLASS 519 Local Freight Arrive Daily Ex. Sun., Mon. and Holidays
A.B.S.	TO-R SACRAMENTO (Passenger Station)	7.4	Double Track	s 8.45 AM	s 9.15 PM				
	0.9								
	R SACRAMENTO (12th Street)	6.5						10.25 AM	12.15 PM
	2.0								
Interlocking	ELVAS	4.5		8.35	9.05	1.00 AM	11.20 AM	10.10	12.01 PM
	3.0								
	R BRIGHTON	1.5		8.30 AM	f 9.00 PM	12.40 AM	11.05 AM	10.00 AM	11.50 AM
	1.5								
	END OF SACTO DIV.	0.0							
	(7.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily Ex. Sun., Mon. Holidays

EASTWARD — **Time Table No. 166** — **WESTWARD**

June 7, 1942

Walnut Grove Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Isleton
Sacramento yard BKW OTP	88.8	TO-R	SACRAMENTO	32.4
			0.5	
	89.3		S. N. R. R. Crossing	31.9
			0.3	
P	89.6		JCT. SWITCH, R STREET	31.6
			2.2	
35	91.8		BATHS	29.4
			2.4	
51	94.2		DEL RIO	27.0
			3.3	
51	97.5		FREEPORT	23.7
			7.1	
	104.6		HOOD JCT.	16.6
			3.3	
51	107.9		LAMBERT	13.3
			3.3	
	111.2		MOFUBA	10.0
			2.2	
Yard Limits 38 BWYP	113.4	TO	WALNUT GROVE	7.8
			7.8	
Yard Limits BYP	121.2	TO-R	ISLETON	0.0
			(32.4)	
			Time over District	
			Average Speed per Hour	

Additional Stations: Charles M.P. 93.0, Locke M.P. 112.6.

EASTWARD — **Time Table No. 166** — **WESTWARD**

June 7, 1942

Stirling City Branch

Capacity of Sidings in Car Lengths	THIRD CLASS 526 Local Freight Leave Mon., Wed., Fri.	Distance from San Francisco		STATIONS	Distance from Stirling City	THIRD CLASS 527 Local Freight Arrive Tues., Thurs., Sat.
Yard Limits BKWOYP	10.00 AM	184.2	TO-R	CHICO	31.2	10.40 AM
				2.4		
		186.6		S. N. R. R. Crossing	28.8	
				2.7		
		189.3		DREDGE	26.1	10.20
				8.9		
16 WP	11.05	198.2		PARADISE	17.2	9.30
				5.0		
8	11.35 AM	203.2		MAGALIA	12.2	9.05
				6.8		
12 Spur WP	12.15 PM	210.0		DOON	5.4	8.30
				5.4		
Yard Limits WY	12.45 PM	215.4	R	STIRLING CITY	0.0	8.00 AM
	Arrive Mon., Wed., Fri.			(31.2)		Leave Tues. Thurs., Sat.
	(2.45)			Time over District		(2.40)
	11.35			Average Speed per Hour		11.70

Additional Stations: Optimo M.P.202.2, Luce M.P.207.1.

RULE 2. Watch Inspectors:

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Sacramento	H.T.Harger, 1026 K St.	Willows	Robt. E. Boyd
Roseville	D. B. Farnsworth	Orland	L. Schnell
Colfax	H. O. Grenier	Oroville	R. A. Williams
Sparks	W. R. Adams & Son	Marysville	Milton Haney
Placerville	Leo C. Burger	Chico	J. R. Dupen
Woodland	O. D. Payne		

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, First Monday in September.
Thanksgiving Day, Last Thursday in November.
Christmas Day, December 25th.

SPECIAL INSTRUCTIONS "SAFETY"

RULES 10 (G) and 10 (H). On double track between Sparks and east end of tunnel No. 41, east of Norden, signals, except fixed signals used by trackmen, will be placed on right of track in direction of movement.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered stream-lined trains "CITY OF SAN FRANCISCO." Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

The following slow boards are located less than ¾ mile, prescribed by Rule 10(J), from the restricted point:

Location		Speed	Distance from restricted point
Sacramento, 9th Street	Westward movement	8 MPH	45 car lengths
Sacramento, Front Street	Eastward movement	8 MPH	46 car lengths
Sacramento, 3rd Street	Westward movement	20 MPH	32 car lengths
Sacramento, 2nd Street	Westward movement	20 MPH	8 car lengths
Live Oak, east end of yard	Eastward movement	30 MPH	60 car lengths

RULE 11. Between Gold Run and Truckee from Nov. 1st to May 1st, train finding a fusee burning along or near track must stop, and then proceed with caution not exceeding 15 MPH for a distance of one-half mile.

This restriction will not apply to the track on which train is running if displayed beyond the first rail of an adjoining main track.

RULE 14 (d). As specified below, — — — ——— o, will be indication that flagman may return from west as prescribed by Rule 99.

Tehama on Davis-Gerber Line.

Rule 14 (e). As specified below, ——— ——— ——— ——— ——— ——— will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Gerber Line.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

Rule 14 (1). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6, west of Donner.

RULE 17. Night signals will be displayed through tunnels and sheds.

Mars Signal Light on engines so equipped shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

Vertical headlight on City of San Francisco, power units SF 1 and SF 4, must not be lighted while on Southern Pacific Lines.

RULE 17 (C). For identification purposes, headlight may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

RULE 26. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employee in charge of the work personally reports back to him. A 90 pound brake application must be maintained during the progress of the work.

RULE 72. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Brighton to Roseville, will move irrespective of time-table superiority when moving with the current of traffic.

Eastward trains will move Norden to Truckee irrespective of timetable superiority when moving with the current of traffic.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as noted on pages 2 and 3.

RULES 83 and 83 (A). Westward trains, except first-class, passing Sacramento will not comply with Rules 83 and 83 (A) at Sacramento. A proceed signal from switchtender at Front St., Sacramento, green flag by day or green light by night, and in addition proceed indication displayed in Signal S.A. 887, will be authority to move irrespective of timetable superiority from Sacramento to Davis, train order office.

RULE 83 (A). At the following stations, only the trains indicated will register:

Sacramento, 12th Street—Trains terminating.
Brighton—Regular trains via Placerville Branch.
Truckee—First-class trains and trains originating and terminating.
Tehama—Westward regular trains.
Woodland—Regular trains except No. 19.
Colfax, Marysville, Willows, Chico, Harrington, Orland, } Trains originating and terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Truckee—First-class trains.
Davis—Nos. 17, 23 and 24.
Woodland—Nos. 8, 12, 23, 24, 600, 601.
Folsom—Register at Folsom Junction. Trains required to go to Folsom will, on return to Folsom Junction, register the same information as shown on register at Folsom.

RULE 83 (D). Western Division trains, via Sacramento or Brighton (except first-class), originating Roseville, will obtain separate Sacramento and Western Division clearances and receive their train orders applying to Western Division at Roseville, and will not comply with Rule 83 (D) at Sacramento. Eastward extra trains and trains originating at Sacramento obtain clearance at Sacramento General Telegraph office located on second floor of psgr. station.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "...may check register at......against Extra......on order No. ....". A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra ......register at......on order No. ..." will register, and place this order number and date in column captioned "Signals."

RULE 91. Trains when moving in a direction for which block signals are not provided, will be considered as being outside of block system limits, and will comply with Rule 91.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

East		West
M.P. 247.60	Sparks	M.P. 241.63
M.P. 209.39	Truckee	M.P. 207.28
M.P. 208.49	Lake Tahoe Branch	
M.P. 222.80	Lake Tahoe	M.P. 221.72
M.P. 172.12	Emigrant Gap	M.P. 169.75
M.P. 142.94	Colfax	M.P. 140.03
	Auburn	
M.P. 125.60	Westward Track	M.P. 122.66
	Newcastle	
M.P. 120.82	Eastward Track	M.P. 119.34
M.P. 120.15	Westward Track	M.P. 118.74
M.P. 110.83	Roseville (East)	M.P. 102.04
M.P. 110.86	Roseville (West)	M.P. 102.04
M.P. 110.95	Roseville, No. 4 Track	
M.P. 107.71	Roseville-Tehama Line	
M.P. 95.35	Sacramento	M.P. 85.8
M.P. 93.09	Walnut Grove Branch	
M.P. 94.93	Placerville Branch	
M.P. 136.33	Main-Polk	M.P. 131.60
M.P. 111.38	Folsom	M.P. 109.86
M.P. 112.05	Folsom Branch	M.P. 111.05
	Placerville	M.P. 148.19
M.P. 113.90	Walnut Grove	M.P. 110.64
M.P. 122.32	Isleton	M.P. 121.05
M.P. 124.59	Golden State	
M.P. 76.94	Davis	
M.P. 85.82	Woodland	M.P. 83.66
M.P. 85.78	Knights Landing Branch	
M.P. 150.84	Willows	M.P. 147.96
M.P. 151.82	Fruto Branch	
M.P. 167.72	Orland	M.P. 164.48
	Colusa Branch	M.P. 177.62
M.P. 185.36	Chico	M.P. 182.61
M.P. 187.06	Stirling City Branch	
M.P. 143.94	Marysville	M.P. 138.75
M.P. 122.69	Knights Landing Branch	M.P. 119.76
M.P. 124.44	Oroville Branch	
M.P. 147.95	Oroville	M.P. 146.40
M.P. 216.08	Gerber	M.P. 211.84

Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

Eastward freight trains entering Roseville yard must not pass Dry Creek without receiving proceed signal (green flag by day, green light by night).

Automatic block signal 1055 (dwarf light type) located 700 feet west of eastward signal 1056, Roseville yard, and will govern westward movements on No. 2 track.

When signal 1055 indicates stop, westward trains and yard engines on No. 2 track will stop and may then proceed with caution, not exceeding 4 MPH. Automatic block signal 1063 (dwarf light type) located to right of No. 1 track, 850 feet west of Lincoln street, Roseville, and will govern westward movements on No. 1 track.

Westward first class trains on No. 1 track will stop to clear block signal 1067 when making station stop at Roseville and to change engines.

Trains, except regular passenger trains, arriving Roseville, from the east via Tehama-Roseville line, must not pass Lincoln Street, Roseville, without receiving proceed signal (yellow flag by day, yellow light by night).

Light signal at yardmen's station opposite yard office Roseville is used by yardmen to give signal to westward freight trains from Sparks-

Roseville line. Aspects and indications as follows:

No light—Stop and stay clear of Yosemite Street crossing.

Flashing yellow light—Proceed, stopping clear of Lincoln Street crossing unless proceed hand signal is received (green flag by day, green light by night).

Freight trains from Sacramento Division enter Sparks freight yard at crossover switch just west of 17th Street and must approach this switch prepared to stop unless route lined and signals indicate proceed.

Siding at Tehama, M.P. 211.9, has been extended to M.P. 213.5 at Gerber.

Eastward trains, except first-class, arriving at Tehama at a time when restricted by time table or train order authority from using main track at Tehama, will use this extended siding, under Rule 93, Tehama to Gerber.

Westward trains will use this siding only when authorized by train order.

RULE D-97 (A). Applies between Sacramento and Sparks and Brighton and Elvas.

RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED

RULE 98. Southern Pacific trains must approach Western Pacific R. R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines must stop and ascertain that crossing is clear before proceeding.

Trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing Front and R Streets, Sacramento, before crossing.

Movements of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Southern Pacific trains moving on Front St., Sacramento, and yard engines switching on Front Street must stop before reaching the crossings at Front and M Streets, and proceed on hand signal from flagman on the ground at the crossing, a green flag by day and a green light by night. Sacramento Northern R. R. trains must stop before reaching the crossing and proceed on signal from the flagman on platform of watchman's shelter, yellow flag by day and yellow light by night.

Eastward trains approaching Sacramento finding distant signal, located just east of the spur known as Washington Spur, used in connection with home signal just west of Sacramento River Bridge, in caution position will stop west of the Fifth Street crossing unless the home signal at bridge indicates clear position.

Trains and engines must stop before crossing Sacramento Northern R. R. tracks at 31st and "R" Streets, Sacramento.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing at Yuba City.

Trains must pass over Southern Pacific crossing at Grace and Sacramento Northern R. R. crossing 9th Street, Chico, with caution.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

RULE 99. When torpedoes are used between Blue Canon and Stanford, and at any point during snow storm or when snow on rails, each torpedo placed will be duplicated on opposite rail.

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped while trains on main track are passing.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains and engines must stop and be preceded by flagman before crossing highway at

Isleton Wharf.
Clayton.
Marysville—Old Cannery Track—4th St.
Wilson—Wilson Road.
Woodland—Main St., House track.

RULE 104. The normal position of switches at end of double track and junctions will be as follows:

Sacramento R St...For Walnut Grove Branch.
Verdi..............Crotch switch at east end of Verdi center siding mechanically locked by derail which must be open before crotch switch can be operated.
Tehama...........Junction switch, for movement via Willows. This is a spring switch.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO" Nos. 101 and 102.

RULE 105. Following tracks are designated for use as sidings:

Midas—Normal position west switch siding lined for lead to No. 1 track.

Elvas—Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using crossover switch near road crossing. Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at crossover switch near road crossing.

Harrington—West end of siding west of cross-over is westward siding and east end east of cross-over is eastward siding. Junction switch at cross-over.

Wyo—Second track of the two tracks paralleling main track, is siding.

Marysville—Eastward trains taking siding will use crossover just west of west water column.

Loomis—That portion of No. 4 track from crossover, M.P. 113, to Signal 1138 is siding of 85 cars capacity.

RULE D-152. Does not apply between 15th Street and Sacramento River Bridge, Sacramento, and between Yosemite Street first road crossing east of Roseville passenger station and crossover at Dry Creek west of Roseville.

RULE 204 (A). Copies of train orders and clearance for helper engines added to such trains at Roseville and Colfax must be properly addressed and may be sent to them at Roseville and Colfax in care of the conductor of train leaving Sacramento.

RULE 206 (A). The following trains are authorized without clearance: No. 527 at Stirling City; No. 521 at Placerville; No. 606 at Reno. Eastward regular trains from Western Division at Brighton.

RULE 220. Operators Sparks to Sacramento inclusive must deliver conductors of westward and eastward first-class trains and extra trains handling passenger equipment, an extra copy of all train orders affecting movement of the train at or beyond Roseville. These extra copies of train orders to be delivered to the relieving road engineer at Roseville by conductor in lieu of transfer of orders from relieved engineer to relieving engineer. Conductor will compare with relieving engineer after delivery has been made.

RULE 221. Train order signals at Emigrant Gap and Norden are light type signals identified by an illuminated sign (Train Order Signal) on the signal mast.

When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed."

If signal is first seen at "proceed" indication, clearance must be obtained.

No. 518 and No. 519 must go to train-order office Folsom and must obtain clearance when operator is on duty.

RULE 825. Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

Track between station and Stirling City main track at Chico must be kept clear of cars.

RULE 829. Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Avenue, or cut train at that point to permit the passage of traffic over tracks.

RULE 834. Tank cars or open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab of AC class engines. Does not apply to trains consisting entirely of logs.

RULE 836. Cars must not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

RULE 862. Trainmen arriving Gerber on first-class trains will remain on duty until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved.

If train is to be delayed beyond schedule time, outgoing conductor will have his rear brakeman relieve flagman of incoming crew as soon as inspection has been completed.

RULE 869. Freight brakemen must be on top of train descending steep grades between Truckee and Loomis except between Andover and Emigrant Gap.

On freight trains between Truckee and Loomis, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

When practicable, trainman must ride rear platform or in rear car on all trains and in a position to observe fire that may be set from moving train while passing through wooden lined tunnels and over long open-deck wood trestles.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

Block signals in addition to those included within the brackets shown on schedule pages are as follows:

Sacramento—On westward freight track from Signal 891 at 7th Street to Sacramento River Drawbridge. On eastward freight track 300 feet east of drawbridge to drawbridge. On eastward and westward passenger tracks 300 feet east of drawbridge to drawbridge. On Front Street 350 feet each side of eastward and westward main track.

The two center tracks, for entering and leaving Sacramento psgrs tation, are equipped with automatic signals between 6th and 7th Street switchtender's stations. Rule 509 as applied to single track governs. Signal 889 will display green indication for direct movement to 6th Street switchtender's station, and yellow indications for crossover movement to 6th Street switchtender's station.

Signal 886, located 100 feet east of Sixth Street crossing, controls eastward movements from Tracks 2, 3, 4 and 5, Sacramento psgr station, but does not indicate position of switch located 20 feet east of Signal 886.

Eastward freight track between automatic signal 350 feet east of Sacramento River Drawbridge to Signal 890 at 7th Street is not protected with block signals. All trains will proceed with caution.

On No. 1 track between Newcastle and Loomis double track rules will apply except when moving against the current of traffic. On No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

Light type dwarf signal governing eastward movement on No. 1, Signal 1136, located at clearance point of east end of siding.

Normal position of semaphore Signal 1138 governing eastward movement from siding "stop". Proceed indication will be given after main track switch is lined and block unoccupied. Should this signal fail to indicate "proceed" wait four minutes. After expiration of that time if signal fails to indicate "proceed" Rules 509 and 99 apply.

At Sparks, semaphore Signal 2452 on signal bridge governs main track movements on eastward main track. Lower arm of semaphore Signal 2452 on signal bridge governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on westward main track.

Eastward main track from 400 feet east of engine lead switch to dispatcher's office not protected by block signals. From dispatcher's office to dwarf Signal 2459 on westward main track not protected by block signals.

Dwarf light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine, after stopping at signal, may proceed on hand signal from herder, who must not give signal to engineman until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

At Gerber, trains or engines stopped by Signals 2134 or 2141 may proceed with caution, not exceeding 12 MPH, and eastward freight trains entering yard on the main track must not pass signal 2134 without receiving proceed signal from yardman.

Special slide signal, light type, located on westward track opposite Floriston station indicates condition of slide fence only, not connected with track.

RULE 509. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits a special protective device. When these signals indicate "stop", in addition to complying with Rule 509, careful inspection must be made of track or structure as indicated below, and it must be known that it is safe for passage of train before proceeding.

Eastward Trains Signals	SPARKS-ROSEVILLE	Westward Trains Signals
P-2220	Track opposite slide fence Floriston...................	P-2239
P-2146	Track opposite slide detector fence.....................	
P-2164	875 feet in length at First signal......................	P-2165
	Bridge east of Boca M.P. 216.5..........................	P-2181
P-2012	Snow shed Andover M.P. 201.2............................	P-2015
P-2010	Fire protection...	P-2013
P-2000	Snow shed west end Tunnels 13 and 42....................	P-2003
P-2002	M.P. 200 west of Andover—Fire protection............	P-2005
P-1780 P-1788	Track opposite slide fence between old Highway crossing and west end Butte Canyon Bridge..............	P-1805 P-1789
P-1438	Track opposite slide fence around Tunnels 33 and 34...	
	ROSEVILLE-TEHAMA	
P-1344	Bridge over Clark's slough M.P. 135.8 east of Ostrom..	P-1371
P-1420	Fire protection—Trestle—M.P. 142.7.................	P-1437
P-1906	Bridge at M.P. 191.83 east of Nord..................	P-1927
	TEHAMA-DAVIS	
P-1756	Bridge over Rice Creek M.P. 176.21 west of Corning...	P-1781
P-1354	Bridge at M.P. 137.44 west of Delavan...............	P-1381
P-1178	Bridge at M.P. 118.88 east of Genevra...............	P-1201

Sacramento—Movements over crossing at Front Street, just east of the Sacramento River drawbridge, are controlled by derails and light type signals, as follows:

On westward freight track, by derail located 300 feet from Front Street crossing and two-indication light type signal located 50 feet from derail.

On eastward freight track, by two-indication light type signal, located 350 feet from Front Street crossing.

On westward passenger main track by three-indication light type Signal, 350 feet from crossing.

Green indication governing movement of westward trains straight through on westward main track.

Yellow indication governing movement through crossover to eastward passenger main track.

Movements on Front Street across eastward and westward main tracks are governed by derails located approximately 90 feet from main track and by two-indication light type signals located ten to thirty feet back of derail.

Signal governing movement on Pioneer Mill track also governs movement on store lead, but does not indicate position of store lead switch, 45 feet south of signal.

Signal governing movement on track No. 4 also governs movement on track No. 5, but does not indicate position of switch 60 feet north of signal.

Signal governing movement on track No. 6 also governs movement on track No. 7, but does not indicate position of switch 60 feet north of signal.

Derails and signals, except derail on westward freight track (which is operated by signal operator on drawbridge) are operated and controlled by switch tender at Front Street crossing.

Signals on Front Street tracks governing movement over Front Street crossing do not indicate position of switches or condition of track between signals and crossing. Trains and engines on Front Street moving on proceed indication of light signals will see that switches are lined for them and that track on which they are moving is not obstructed by other cars or engines.

If signals do not indicate Proceed, Rule 663 will apply.

Light signals govern movement against the current of traffic on No. 2 track from crossover Emigrant Gap to west limits Norden interlocking plant and from east limits Norden interlocking plant to Andover. On No. 1 track from Andover to east limits Norden interlocking plant and from west limits Norden interlocking plant to crossover Emigrant Gap, M.P. 171.5.

When these signals indicate "stop," trains moving against the current of traffic on No. 1 or No. 2 track Rule 509, single track, will apply.

Light type dwarf signals and switch indicators governing westward movement from center sidings to No. 1 track are located at

West End Center Siding Troy (Signal 1857).
" " " " Crystal Lake (Signal 1779).
" " " " Midas (Signal 1603).

Normal indication of these signals "dark." "Stop" indication will be displayed after derails are closed. "Proceed" indication will be displayed when derails and switches are lined for movement and block is unoccupied.

Should these signals fail to indicate proceed, wait four minutes for time element relay to function, which will be effective when main track approach circuit is occupied. After operation of time element relay, if signals fail to indicate proceed, Rules 509 and 99 apply.

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track will be as follows: If indicator indicates "block unoccupied," switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is unoccupied. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

RULE 516. Overlap posts are located at:

Eastward Trains: Live Oak —100 feet west of station.
Tehama —2475 feet east of junction switch.
Westward Trains: Wyo —1000 feet west of east switch of siding.

SPRING SWITCHES

Spring Switches are identified by target on switch stand bearing the letters "SS."

When a block signal in advance of a facing point spring switch indicates "stop," careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used or boosters started while engine is standing on or passing over such switches.

Spring switches are located at the following points, and the indicated speed must not be exceeded while trains are passing over them.

Roseville—Trailing from siding to eastward main track 15 MPH.

Spring switch located at M.P. 107.38 normally lined for main track. Eastward trains moving from drill track will run through this switch when in normal position. To avoid making reverse movement through switch when leaving drill track trains must stop at clearance point on drill track when Signal 1074 located 350 feet east of switch is in stop position. Eastward trains moving from drill track and trailing through this switch will not exceed 15 MPH. Westward movement on main track must not be made over this switch without first stopping and inspection made of switch.

Tehama—Trailing from Roseville line, 25 MPH. Junction switch equipped with spring switch normally lined for movement via Willows.

Between Signals 2119SA and 2116SA on Davis line and Signals 2119SA and 2118SA on Roseville line, interlocking rules apply.

Eastward trains stopped by Signal 2116SA or 2118SA will send flagman to operate clock work time release located on Signal 2116SA.

Time release must not be operated when trains or engines are within interlocking limits or seen approaching on opposite line.

To operate clock work time release push button for signal desired and hold until light above push button becomes illuminated. After four minutes signal should change from "stop" to "proceed" or "caution."

If signal does not change to proceed after operating release, train will not proceed (Rules 663-672) until inspection is made of spring switch and see that switch is properly lined for movement.

When Signal 2118SA governing movements of eastward trains on Roseville line is in "stop" position, spring switch must be lined by hand before movement is made and restored to normal position by hand after movement has been completed.

Eastward inferior trains stopped at Tehama to allow eastward superior trains on converging route to proceed, will, when the semi-automatic signal governing their movements is found in proceed position, promptly operate time release, which will then change signal on route of inferior train to stop position and one on converging route to proceed position, thereby reducing delay to both trains.

INTERLOCKING

RULE 663 (b). Upon receiving authority by telephone from the signal operator to proceed through the interlocking limits of an inoperative signal, train must be preceded by flagman to next home signal or clear distant signal and must make careful examination of facing point switches before passing over them.

Sacramento River Drawbridge—

Nineteenth Street, Sacramento—At crossing of R Street track with Western Pacific R. R.

Yard engines using industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur, o ——— ———.
To Bekins spur, ——— o ———.

Elvas—Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk siding; and on Placerville Branch line to interlocking home signal 600 feet east of Junction switch.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from signal operator.

American Can Company spur switch and derail. Derail is electrically locked.

Cross-over, middle siding, Elvas, to westward track, Elvas-Polk line.
Cross-over, middle siding, Elvas, to eastward track, Polk-Elvas line.
West switch and derail, middle siding, Elvas.
Hopfen spur switch and derail.
Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Whistle Signals governing routes as follows:

To Roseville, ——— o o o o.
To Sacramento, ——— ——— ——— o.
To Polk, ——— ——— o o o.
To Elvas Siding, o o o ——— ———.
To Third Track, o o ——— ———.
To American Can Spur, ——— o ———.
To Meister's Spur, o ——— ———.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

To operate a dual control switch by hand, trainman must secure permission from the signal operator. When permission, including the time and working limits is granted, he must first move selector lever to the "hand-throw" position and lock it in that position. When the time limit has expired or work is completed, the selector lever must be restored to the "switch machine" position, selector lever and "hand-throw" lever locked, and so reported to the signal operator, at the same time he must report the location of train or engine. If the main track is cleared and selector lever restored to "switch machine" position before expiration of the time limit new authorization must be obtained before again using the dual control.

The selector and hand-throw levers must never be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for siding when dual control use was started, it must be again lined for siding before selector lever is restored to "switch machine" position.

When selector lever is placed in the "hand-throw" position, all signals immediately adjacent to the switch governed will indicate "stop." Under these conditions the train or engine authorized to use switch may pass these signals without stopping and make movements over the switch within the limits authorized as necessary during the time the selector lever is in the "hand-throw" position and locked. Trainmen must notify engineman when the selector lever is in the "hand-throw" position, and when it is returned to the "switch-machine" position, so he may be governed by interlocking signals adjacent to the switch.

Emigrant Gap—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur to Signal 1711, 500 feet west of turn-table.

On No. 2 Track from clearance of crossover to Signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 Track.

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turn-table and equipped with electric lock.

When instructed to operate derail by hand, be governed by instructions on sign at derail.

Trainmen or enginemen will not unlock or throw the west switch of crossover when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turn-table until derail has been closed.

Westward movement from west lead of turn-table or from fire-train crossover will not be made until permission is given by operator.

Norden—Limits as follows:

No. 1 Track from interlocking home signal at west switch of siding Donner to signal bridge 775 feet west of Norden office.

No. 2 Track from signal bridge 775 feet west of Norden office to westward interlocking home signal opposite Signal 1975 west of cross-over Eder.

Fire Train Spur—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator.

Run-around Tracks—Enginemen on helpers left on run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, trains must wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

When interlocking home signal located approximately 300 feet west of west switch at Donner indicates "stop," westward trains will stop to clear west switch of Donner siding.

Additional light signals on masts of the following interlocking signals at Norden.

On signal mast of eastward signal located at Norden station on No. 2 track governing movement into eastward siding.

On signal mast of eastward signal located on eastward siding at east end of concrete shed governing movement over switch to turn-table.

On signal mast of eastward signal located on eastward siding at west switch of crossovers governing movement on crossover.

On mast of interlocking signal governing westward movement on siding Norden just east of cross-over near old Summit station.

Normal indication of these signals "dark." "Proceed with caution" indication will be given by flashing yellow light. This will indicate that interlocking signals are in "stop" position, that switches are lined and movement may be made to couple to cars or engines on siding without calling operator on telephone.

Two indication light signals installed on westward turn-table lead to No. 2 track, Norden. Signal is located on left side of track and 92 feet east of Signal 48-a, and is a repeater signal used in connection with Signal 48-a, governing westward movement from turn-table lead to No. 2 track.

Georgiana Slough—Drawbridge.

Snodgrass Slough—Drawbridge.

9th and K Streets Tower, Marysville—

Following switches and derails on Western Pacific R. R. are hand operated and electrically locked:

Switch and derail, Western Pacific-S. P. transfer track.
Switch and derail, Western Pacific high line track.
Derail on Western Pacific stock corral track.

Trains desiring to move on Western Pacific main track from transfer track, high line and corral track, will first proceed to derail, electric lock, and unlock door. After door has been opened, and no trains are seen approaching on Western Pacific track, Signal 4 located on Western Pacific track 464 feet west of crossing, and Signal 15, 2-arm signal located on

Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position, then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position, lever should be moved to left position before closing door.

Western Pacific switch key will be found in hand release box on pole near junction switch.

If necessary to make this movement when a train is approaching on Western Pacific main track, opening the door of any electric lock will not put signals in stop position, but electric lock can be released by first proceeding to junction switches and operating time hand release located in box on pole, marked hand release, which will automatically put signals in stop position. After time hand release has been restored to normal position, a white light will indicate electric locks are released.

Switches and derails must be immediately returned to normal position after train has passed over them.

Binney Junction Tower—Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Whistle signals governing routes as follows:

Main track to or from Gerber, ——— o o o o
Main track to or from Oroville, o o ——— ———.
Siding to or from Gerber, o ——— ——— ———.
Siding to or from Oroville, ——— ——— ——— o.
Siding to or from west leg of wye, o o o ——— ———.
Main track to or from west leg of wye, ——— ——— o o o.
Main track to or from east leg of wye, o ———.
To spur, o ——— ———.

Switches to east and west legs of wye hand thrown. Normal position of switch for Knights Landing line.

Woodland—Crossing Sacramento Northern R. R.

Whistle signals governing routes as follows:

For Tehama to or from siding, ——— o o o o.
For Tehama to or from house track, ——— ——— ——— o.
For Knights Landing to or from siding, o ——— ——— ———.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

No towerman on duty between 12 midnight and 6:30 a.m.

Signals on the Sacramento Northern R. R. will be placed in "stop" position and Southern Pacific signals will be lined clear for westward movement after No. 20 passes.

In the event it is necessary to use the plant between the hours of 12:00 midnight and 6:30 a.m. for other than westward movements, crew should promptly get in touch with the Chief Train Dispatcher at Sacramento who will make the necessary arrangements.

AUTOMATIC INTERLOCKING

Live Oak—Crossing Sacramento Northern R. R. one-half mile east of Live Oak.

Trains must not exceed 30 MPH between home signal and crossing.

When trains are stopped by signals governing the use of automatic interlocking plants, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate proceed or red indicator on home signal mast be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating clock-work time release are posted on door of box.

TAKE SIDING INDICATORS

RULES 705 to 708. Emigrant Gap—Located on mast of Signal 1706 at west switch of center siding of eastward track controlled by operator.

TRAIN INSPECTION

Trains containing carload shipments of T.N.T., bombs, loaded projectiles and other such articles of a highly sensitive nature should be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 per cent of its marked capacity.

Page	Location	
All		Freight trains, and light engines not equipped with tire coolers except Mallets, on descending grades will stop 10 minutes between switches at the following stations, to permit wheels to cool. Trainmen will make careful inspection of all cars and enginemen inspect engines.
2	Norden	On No. 2 track.
2	Stanford	Engine stop west of Culvert 202-E, 1879 feet west of west switch.
2	Truckee	Exception—five minutes.
3	Summit	On No. 1 track.
3	Troy	
3	Crystal Lake	During stormy weather and when snow on ground, instead of Yuba Pass.
3	Yuba Pass	
3	Emigrant Gap	During stormy weather and when snow on ground, five minutes for heat radiation, in addition to Knapp.
3	Knapp	Exception—five minutes.
3	Midas	
3	Gold Run	
3	Colfax	
3	Flint	Train to clear highway crossing at west end (except westward freight trains that stop at Auburn, inspect at Auburn instead of Flint).
7	Latrobe	
8	Doon	
8	Paradise	(Also passenger trains) stop 5 minutes, cool wheels.

AC Class engines running light on descending grade stop sufficient length of time to inspect engine.

Light engines equipped with tire coolers descending grade, stop at at Truckee, Emigrant Gap and Colfax to inspect engine.

At points between Roseville and Sparks where freight trains stop for inspection, enginemen will drain water from main reservoirs on engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except when conditions favorable, freight trains may go to Biggs, if, in the judgment of conductor and engineer no stops are necessary.

At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

AIR BRAKE RULES

RULE 3. Maintain brake pipe pressure of 80 pounds on freight and mixed trains.

RULE 16. Emergency hose must be used on freight trains between Sparks and Roseville applied at most accessible location approximately every 20th car from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Sparks, but must be applied and removed when necessary by trainmen at intermediate stations.

At Gerber, trainmen must not couple air hoses on outgoing trains until train is made up and engine and caboose on train and trainmen on passenger trains must not couple steam and air hoses until train is made up.

RULE 24.

Page	Location	Rear end test on freight trains must be made immediately prior to leaving:
2-3	Norden	Eastward and westward trains.
3	Summit	Westward trains.
3	Truckee and Summit	Westward trains make brake pipe test.
7	Placerville	All trains.
8	Stirling City	All trains.

RULE 39.

Page	Location	Running test on passenger trains must be made at:
3	Tunnel 6, west of Donner	Westward trains. (Just before entering tunnel.)

FREIGHT TRAINS

RULE 33. One operative retainer for the amount of Ms shown below must be turned up:

Page	Ms per Operative Brake	TERRITORY
2	120	Norden to Truckee.
3	140	Summit to Yuba Pass.
3	100	Yuba Pass to Loomis.
		Placerville Branch
7	120	M.P. 148 to M.P. 146. M.P. 145 to M.P. 138.
7	140	M.P. 136 to M.P. 130. M.P. 129 to M.P. 122.
7	150	M.P. 117 to M.P. 112.
8	80	Stirling City to M.P. 188.

RULE 46. PASSENGER TRAINS (Except No. 10)

Page	Number of Retainers	TERRITORY
2	All	Norden to Truckee.
3	All	Summit to Long Ravine Bridge and N. E. Mills to Loomis.
8	All	Stirling City to M.P. 188.

When passenger equipment is handled on freight trains and a plug test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment.

Conductor will advise engineman when they have such passenger equipment on the rear of train so he may allow a sufficient length of time for brakes to release before attempting to start train.

Diesel propelled train, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam locomotive to handle this train, such locomotive must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam locomotive must be set for 140 lb. and the low pressure side for 130 lb.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power cars should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 Ms per operative brake, between Placerville and Folsom and between Summit and Loomis, 100 Ms per operative brake, and between Norden and Truckee 120 Ms per operative brake.

Train crews on freight trains from Roseville will not release hand brakes until engine is coupled to train or yard air is through train.

MISCELLANEOUS

1 Water columns at Emigrant Gap are equipped with locking devices which hold column (when not in use) parallel to track.

After taking water, firemen must push column around until locking device engages, which will be known by fact that column cannot then be moved in either direction unless it is unlocked by engaging tank hook in unlocking lever located just above outer end of column spout.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where lead engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been pushed beyond water tank.

Take water only in emergency at following points:

Blue Canon, Woodland, Maxwell, Robbins, Tudor.

When a blue signal or an authorized sign is displayed at one or both ends of an engine, indicating that workmen are under or about it, or engine has been spotted to take oil or water, reverse lever must be placed in center, throttle valve closed, cylinder cocks opened and independent air brakes applied.

In Valley territory engines may take oil and water without cutting off train at any point except Marysville.

On ascending grades between Roseville and Sparks, engines on freight trains may take oil and water without cutting off train at any point except Gold Run and Colfax.

Do not take oil at Gold Run except in emergency.

Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop with pilot just west of water column, cut off and take water. This to avoid possibility of accident at highway crossing.

Water at Mystic on No. 1 track only.

Trains handling empty express refrigerators take water at Blue Canon so tie sprinklers will operate at full efficiency.

Westward passenger trains should take water at Truckee in preference to other water stations.

2 Eastward passenger trains stopping at Reno, do so clear of Virginia Street.

Eastward trains will approach crossing at Colfax with caution when westward trains are in the vicinity of the crossing.

Westward train cutting helper at Summit, use upper run-around track and do not permit caboose to foul main track.

3 If unable to handle train account storm conditions on mountain, reduce to ninety per cent of engine ratings, advising chief train dispatcher fully of action taken.

4 Helper service: No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 210,000 pounds on the drivers will not be placed behind cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Two engines must not be coupled on Stirling City Branch. Helper engines must be cut back in train.

4a Pushing trains out of yards: No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 210,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

Yard engines will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5 S. P. track to Swayne Lumber Co. Yard at Oroville passing under W. P. trestle will not be used or switching performed thereon during time W. P. trains are passing over trestle.

When using siding at Delavan beet chute at beet loading dump must be raised to proper clearance.

Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Car markers located 50, 75 and 100 car lengths from each end of Merritt siding to assist enginemen leaving siding.

8 At points where engine is to be changed or cars set out or picked up on passenger trains, trainman will open train heat valve on rear of train at station one mile board and engineman will shut off train heat one-half mile from station.

9 Westward freight trains having pick up or set out at Colfax will, when possible, leave train east of east crossover while work is being performed.

10 Storage tanks of Standard Oil Company near tracks at M.P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until engine has passed this point.

Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.

Page	Class of Engine	Restricted Tracks
2	F-AC-Mk-Mt-GS	Auburn, Nev. St..Spurs.
2-3		Clipper Gap......Team, east of road crossing.
2-3		Colfax...........Material spur, west yard.
2-3	AC-4-5-6-7-8-10	Colfax...........Corral track, west of corral, bunk spur, house and house lead east of freight house. Team, beyond east end of freight house platform. Scale.
2-3	F-AC-Mk-Mt-GS	Rocklin..........Siding, House.
3		Loomis..........House track and tracks 1, 2 and 3 and Pacific Spur.
3		Penryn..........Fruit spurs west of station.
3		Newcastle.......Tracks 3-4 and No. 7 beyond end of curve or switch leading to lumber spur.
3		Flint............Standard Oil spur.
3		Auburn..........High line.
3		W. N. E. Mills...Spur, west of tool house.
2-3	F-AC-Mk-Mt-GS	Magra...........Spur.
		Alta.............Spur.
		Towle............Spur.
		Blue Canon......Dump spur, oil spur, Greek spur east of oil column.
		Yuba Pass.......Spur switches.
		Crystal Lake.....Spur, south side of No. 2 track.
		Cisco............Outfit spur, Campbell's spur east of corral chute.
		Summit..........Lumber spur switch.
4	Mk-F-AC Mt-GS	Knights Landing Branch, except between Woodland and switch to Swanston Corral spur.
4-5 -7	All	Wyo.............Stoney Creek gravel pit. Engines must not go beyond a point three car lengths beyond gravel bin.
4	AC-4-5-6-7-8-10	Merritt..........Warehouse.
4	All	Sugarfield........Southern Pacific crews and power must not operate on track 5 in Sugarfield yard beyond a point 50 ft. west of west end of beet dump constructed under that track.
4-5	AC-4-5-6-7-8-10	Dunnigan........Standard Oil.
		Arbuckle.........Warehouse.
		Cortena..........Warehouse, house.
		Maxwell.........House, corral, loading, warehouse
4-5	Heavier than T	Riz..............Warehouse Spur.
4-5	AC-4-5-6-7-8-10	Willows..........Union Oil, Union Ice, team, pump house, engine spur, set-out.
		Artois...........House, warehouse.
		Orland...........Engine spur, oil spur.
		Wyo.............East leg of Wye.
		Corning..........Heinz spur.
		Tehama..........House, beet, warehouse.
6	F-AC-Mk-Mt-GS	Biggs...........Doty warehouse spur, west end of yard. Brick warehouse spur, east end of yard.
6	F-AC-Mk-Mt-GS	Durham.........Warehouse track.
		Barber Yard.....No. 1 track from west switch to point 400 feet west of east switch.
		Barber Yard.....No. 2, 3 and 4 tracks.
		Chico...........Priol warehouse spur. Reynolds warehouse spur. Standard Oil spur.
		Lomo............Siding.
6	All	Marysville.......Strain warehouse 9th and B Sts. Engines must not enter warehouse.
		Marysville......Team, mill spur, Earl Fruit spur.
	All	Marysville.......High line track west of the east line of Third Street.
6	Mk-Mt-GS	Dantoni Jct. and Dantoni.
6	F-AC	Clayton..........Spur serving Stockton Fire Brick Co., across highway.
6	Heavier than 210 Ms	Lincoln..........Grain Growers elevator track.
6	All	Marysville........Rio Grande Oil spur off "E" St., use reach.
6	Heavier than 210 Ms	Ostrom..........Corral Track off siding, use reach.
6	All	Barber...........Diamond Match Co.'s track at wye.
7	All	Engines must not exceed 10 MPH from Bullard Jct. to Lime Quarry, and must not go beyond 60 feet east of bunker switch. Flint hoppers and box cars must not be placed on spur serving El Dorado Lime and Mineral Co. at Bullard, to or beyond rock chute which does not clear this class of equipment.
7	C	Placerville.......Weber spur.

MAIN TRACKS

11 Tracks between Sacramento and Roseville numbered, and unless otherwise authorized, will be used as follows:

No. 1 Westward trains.   No. 2 Eastward trains.

Tracks between Roseville and Sparks numbered and used as follows:

No. 1 westward trains, via Auburn.
No. 2 eastward trains, via Auburn Nevada Street.
No. 4 between Rocklin and Loomis; diverges from No. 2 at Rocklin and runs on south side of No. 1, one-half mile east of Rocklin to Loomis, connecting with No. 1 at Loomis.

End of No. 4 track at Loomis is located at clearance point west of crossover to No. 1 track at M.P. 113.

At Chico, Stirling City Branch main track originates at switch on Stirling City Branch leading to engine house at Chico. Trains to and from Stirling City Branch use yard tracks between passenger station and Stirling City Branch main track.

At Willows, Fruto Branch main track originates at yard limit board on Fruto Branch. Trains to and from Fruto Branch use yard tracks between passenger station and Fruto main track.

At Woodland, Knights Landing Branch main track originates at switch at east end of siding 150 feet east of cattle guard 85-A. Normal position of switch for Knights Landing Branch. Trains to and from Knights Landing Branch use Woodland siding.

Flood lights at highway crossing one-half mile east of Woodland on Knights Landing branch operated by track circuit over crossing 400 feet in length. If any part of train stops on this track circuit, same should be moved as soon as possible to avoid illuminating crossing longer than necessary.

12 Where rail lubricators are located, running switches are prohibited and sand, blow off cocks and injectors must not be used, nor boosters started while passing over same.

14 From May 1 to Nov. 1, sprinklers will be placed in service between Roseville and Sparks upon departure of westward freight trains and light engines, Norden to Loomis, and on eastward freight trains and light engines Norden to Truckee.

Sprinklers are to be kept open while train is in motion; where long stops are made they will be closed temporarily to avoid waste of water.

Eastward trains will operate sprinklers Norden to Truckee and westward trains Norden to Loomis.

During dry season, engines will sprinkle wooden structures with water from tender on steep descending grades.

15 Trains and engines must not pass switch-tender's stations at Sixth Street and Seventh Street, Sacramento, without receiving proceed signal, green flag by day and green light by night, and must move with caution between Sacramento River Bridge and Seventh Street.

20 Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express, or mail car, or a caboose. Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

Gas transport cars when handled in freight trains should be placed next ahead of caboose.

Cars with inoperative couplers, containing perishables or live stock, may be chained in train and moved to nearest available repair point. Other cars with defective couplers will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train. Cars chained may be moved to nearest repair point in direction train is moving.

24 Minimum Clearances for Rotary Plows

Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4, west of Tamarack, shed posts 8 to 10 inch clearance.

Tunnel 5, east of Cisco, 8 inches clearance.

East and west of M.P. 195, stone walls clear 6 inches. Water trough east of tunnel 10, west of Donner, clears 5 inches.

East end of tunnel 11, west of Donner, clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

Rotary snow plows 7203-7210-7222 equipped with wings, will not clear rock cut eastward track 700 feet east of M.P. 155, rock cut westward track at Rocky Point M.P. 158.4, also snow sheds and tunnels, when wings are extended.

Crews handling plows through district where standard clearance is not provided must reduce speed to 6 MPH through tunnels and at rock walls.

OPERATION OF TURN-TABLES

26 Yellow light signals on leads to turn-table at Norden. These signals will indicate route to be used from turn-table. If no indication visible when engine is ready to leave turn-table, telephone signal operator at Norden for instructions.

Before moving onto table from any lead, table must be lined so that engine will enter from rail lock end only. Engines when backing and approaching table on lead from eastward siding east end will stop to clear of table and fireman, after properly lining and locking table, will signal engineer to move onto table by green light located on engineer's side of lead. Operation of green light controlled by push-button located on post of turn-table shed on engineer's side. This signal does not indicate position of turn-table or turn-table lock.

Spot detectors are connected to turn-table rail lock. If engines are not spotted on table to clear concrete piers, detectors will prevent operation of rail lock lever.

Marker posts are placed on each end of the Norden turn-table to aid in spotting engines. AC class engines must be spotted with center of cab door directly opposite a marker post to avoid couplers striking concrete piers when turning.

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table and enginemen must know that it is properly lined before attempting to move engine on table.

Release brake before moving turn-table and do not apply brake unless control handle is in the "off" position.

To Move Turn-table: Turn controller handle around to the third or fourth point allowing about one second on each point.

To Stop Turn-table: Turn controller rapidly to "off" position.

Allow turn-table to come to stop before reversing motor.

In case of trouble notify operator at Norden office, who will call maintainer.

Turn-table must be left lined and locked for east lead to eastward track.

Normal position turn-tables on Truckee District will be as follows:

Emigrant Gap...East approach, with motor on east end.
Norden.........East approach to eastward track.

Trainmen and enginemen using these turn-tables must leave them lined as shown above.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 MPH and freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal".

		PASSENGER					FREIGHT			LIGHT ENGINES RUNNING FORWARD				
Page No.	Territory	Maximum Except Streamliner Diesel Power	Streamliner Diesel Power Unit	With AC-4, 5 AC-7, 8, 10 Engines	With F-1, 3, 4, 5 AC-1, 2, 3, 6 Mk-2, 4, 5, 6, 8, 9 All C Class and TW Engines	With Other Type Engines Except T-1, 23, 28 and 31 which are limited to a maximum of 50 MPH	Freight and Mixed, Maximum	With AC-1, 2, and 3 Engines	Engines and Motors Backing	F-1, 3, 4, 5 Mk 2, 4, 5, 6, 8 9 and AM Engs.	GS Mt-1, 3, 4, 5 E, M, T, A and P	C 2-10, 18 to 29	C-15, 17 Mk-2, 4, 5, 6, 8, 9 AM, AC-1, 2, 3, 4, 5, 6, 7, 8, 10	Switch Engines S-SE Class
2	Sacramento—Roseville.....No. 2 Track	60	95	55	40	60	40	25	30	35	40	35	30	20
2	Roseville—Colfax..........No. 2 Track	40	50	40	40	40	35	25	30	35	40	30	30	20
2	Colfax—Truckee............No. 2 Track	35	35	35	35	35	20	20	15	30	30	25	30	20
2	Truckee—Sparks...........No. 2 Track	40	44	40	40	40	30	25	15	35	35	30	30	20
3	Sparks—Truckee...........No. 1 Track	40	44	40	40	40	30	20	30	35	35	30	30	20
3	Truckee—Loomis...........No. 1 Track	35	35	35	35	35	20	20	15	30	30	25	30	20
3	Loomis—Roseville..........No. 1 Track	50	70	45	40	50	35	25	30	35	40	35	30	20
3	Roseville—Sacramento.....No. 1 Track	60	95	55	40	60	40	25	30	35	40	35	30	20
4, 5	Davis—M.P. 92.0	60	....	55	40	60	40	25	30	35	40	35	30	20
4, 5	M.P. 92.0—M.P. 129.5	70	....	55	40	60	40	25	30	35	40	35	30	20
4, 5	M.P. 129.5—Gerber	60	....	55	40	60	40	25	30	35	40	35	30	20
4	Woodland—Marysville	25	....	....	25	25	25	....	15	....	25	25	25	20
4	Marysville—Oroville	20	....	....	20	20	20	....	15	....	20	20	20	20
4	Knights Ldg. Jct.—End of track	15	....	....	....	15	15	....	10	....	15	15	....	....
5	Grace—Josephine	30	....	....	20	30	20	....	15	....	25	20	20	20
5	Marchant—Karnak	30	....	....	20	30	20	....	15	....	25	20	20	20
5	Willows—Fruto	20	....	....	....	20	15	....	10	....	15	15	15	20
6	Roseville—Tehama	50	....	50	40	50	35	25	30	35	40	35	30	20
6	Dantoni Jct.—Dantoni	20	....	....	....	20	20	....	20	....	15	20	....	....
7	Truckee—Lake Tahoe	20	....	....	20	20	20	20	15	20	20	20	20	20
7	Brighton—Folsom	40	....	....	30	40	30	....	30	....	40	35	30	20
7	Citrus—Fair Oaks	25	....	....	20	25	20	....	15	....	20	20	20	20
7	Folsom—Placerville	25	....	....	20	25	Mixed 20 Frt. 15	....	12	....	25	15	15	20
7	Harrington—Wyo via Colusa	30	....	....	25	30	25	....	20	....	25	25	20	20
8	Sacramento—Isleton	30	....	....	20	30	20	....	15	....	25	20	20	20
8	Chico—M.P. 188 (Stirling City Branch)	30	....	....	25	30	25	....	15	....	25	25	25	20
8	M.P. 188—Stirling City	20	....	....	20	20	12	....	10	....	15	12	12	20
......	Through Crossovers, Turn-outs, and on all tracks except main tracks	15	....	10	10	15	15	10	10	15	15	15	10	15

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Following engines are cross counter-balanced and are permitted a maximum speed of 75 MPH.

All GS-1, 2, 3, 4. All Mt-1, 2, 3, 4, 5. All P-12.

P-7, 8, 10; 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491.

Following engines are cross counter-balanced and are permitted a maximum speed of 55 MPH when handling passenger trains.

F-1, 3, 4, 5; 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5, 7, 8, 10.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

Streamliner "CITY OF SAN FRANCISCO" must not exceed maximum speed authorized by Streamliner slow boards when operating on single track or with the current of traffic on double track and must not exceed speed allowed other passenger trains when operating against the current of traffic.

Speed prescribed by slow boards or special instructions must not be exceeded unless authorized by Streamliner slow boards and speed prescribed by bulletin or train order for steam passenger trains must not be exceeded.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

		MPH
Reno		20
Lincoln		35
Woodland, Main and Court Sts		12
Willows		40
Orland, Walker St.	Passenger	35
	Freight	25
Corning		40
Roseville, Lincoln St		12

Page	Classof Engine	Station-Territory-Structure	MPH
All	S & SE	On curves	15
All	Motors	Backing thru yards and over highway crossings	10
All	All	Freight trains on descending grades, while passing passenger trains	15
All	...	Locomotive cranes moving in trains with flexible or swivel truck trailing	18
All	...	Trains entering or moving thru controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals	25
2	All	Eastward trains between Signal bridge just west of Sparks Psgr station and Sparks Yard office	12
2-3	All	Flangers, between Lawton and Loomis and be governed by other speed restrictions	30
2-3	All	Fire Trains, with water cars full	25
2-3	All	Fire Trains with water cars less than three-quarters full. Water cars must be kept full when possible	20
2-3	All	Trains handling loaded Flint hoppers	25
3	All	Waiting room Norden just east of telegraph office	10
3	All	Trains of empty express refrs. exclusively between Emigrant Gap and Loomis	25
4	All	Over RR Crossing, Bridge St., east of Yuba City Station	12
4-5	All	Trains using track to Swanston feed yard Woodland	10
4-5	AC-4-5-6-7-8-10	Cache Creek, between Woodland and Yolo....89-A Stoney Creek, bet. Orland and Wyo...166-D, 166-E Thomas Creek, bet. Richfield and Tehama...182-A	25
6	AC-4-5-6-7-8-10	Bear River bdg. 1.2 Miles west of Wheatland.126-C Yuba River bdg. 2000 Feet west of Marysville.140-C Deer Creek bridge, .5 Miles east of Vina.....203-E Sacramento River bridge at Tehama........210-C	25
4-5-6	All	All trains over Junction Switch Tehama	25
7	All	Trains having cars loaded with ore or high loads of lumber on curves 7 degrees or over, on Placerville Branch	12
7	All	Mather Field spur	10
7	All	Engines on balloon track Lake Tahoe	8
7	All	Trains handling logs, thru Tunnel No. 1	5
7	All	On "R" Street, Sacramento, between Front St. and Brighton	10

(UNLESS OTHERWISE FURTHER RESTRICTED BY TIME-TABLE, SLOW BOARDS OR TRAIN-ORDER)

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:

On tangent main tracks..35
except S.P.M.W. 4044..25
On tangent branch tracks..25
On all curves—5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

On tangent main tracks..20
On curves and on branch tracks..15

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):

On tangent main tracks..25
On curves and on branch tracks..15

Trains handling steel pile-drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:

On tangent main tracks..35
On tangent branch tracks..25
On all curves—5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed..20 MPH
When main rod only removed..30 MPH
When side rods only removed..30 MPH
When both main and side rods removed..20 MPH
When hauled in train, all rods on..30 MPH
SP 1, 2 and 3 when inside main rod removed..30 MPH
S and SE engines, and all other classes of engines when not equipped with engine trucks..20 MPH

When all weight has been removed from any one pair drivers, speed must not exceed 20 MPH.

When all weight has been removed from one wheel of any pair drivers, speed must not exceed 30 MPH.

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Maximum speed for passenger trains handling box cars equipped with steel wheels and trains consisting entirely of system or foreign line box cars so equipped is 60 MPH. When such cars are equipped with high speed trucks and proper braking equipment and pass required terminal inspection, they may be handled in regular passenger trains at passenger speeds.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains. Speed of trains handling such cars restricted to 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Slow boards at west switch Truckee No. 1 track, east switch Loomis No. 1 track and west switch Colfax No. 2 track, with figures 35 on upper left side, 30 on lower left side, and 20 on right side.

35 represents speed allowed for passenger trains on tangent track.
30 represents speed allowed for passenger trains on curves.
20 represents speed allowed for freight trains.

Maximum speed permitted for solid trains of Government express, Norden to Loomis and Norden to Truckee, is 25 MPH.

Trains consisting of engine and caboose only, may operate at speed authorized for AC 4, 5, 6, 7, 8 and 10 class engines running light between Roseville and Sparks.

Trains consisting of engine, flanger and caboose may operate at maximum allowable speed of freight trains.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

MILEAGE

SACRAMENTO DIVISION

Main Lines

		First Track	Second Track
End Western Division to Sacramento	S. P. R. R.	.862	.862
Sacramento to Lawton	C. P. Ry	147.754	149.289
At Elvas (West Wye)	C. P. Ry	.308	.314
Polk to Elvas	C. P. Ry	4.629	2.997
Davis to Tehama	S. P. R. R.	109.707	
Roseville to Gerber	C. P. Ry	105.916	
TOTAL MAIN LINE		369.176	153.462

Branches

Colusa	S. P. R. R.	Harrington to Wyo	71.655	
Dantoni	C. P. Ry	Dantoni Jct. to Dantoni	4.464	
Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.113	
Folsom	S. P. R. R.	Folsom Jct. to Folsom	.995	
Fruto	S. P. R. R.	Willows to Fruto	17.204	
Knights Landing	S. P. R. R.	Woodland to west of Cunard	9.713	
	S. P. Co.	West of Cunard to Grace	1.198	
	S. P. R. R.	Grace to Binney Jct.	26.225	
Lake Tahoe	S. P. Co.	Truckee to Lake Tahoe	14.735	
Oroville	S. P. R. R.	Binney Jct. to Oroville	25.267	
Placerville	C. P. Ry	Brighton to beginning S. P. R. R. track	.070	
	S. P. R. R.	Beginning S. P. R. R. track to Placerville	54.920	
"R" St.	C. P. Ry.	At Brighton (Link track)	.323	
	S. P. R. R.	Brighton to "Q" St., Sacramento	4.941	
River Farms	S. P. Co.	Knights Landing Jct. to Boyer	14.212	
Stirling City	C. P. Ry	Chico to Stirling City	31.216	
Sutter Basin	S. P. Co.	Grace to Josephine	20.957	
		Marchant to Karnak	2.749	
Walnut Grove	C. P. Ry	Sacramento to Front and "K" St.	.292	
	S. P. R. R.	"K" St. to "N" St.	.245	
	C. P. Ry	"N" St. to Isleton	32.937	
TOTAL BRANCH LINE			336.431	
TOTAL SACRAMENTO DIVISION				859.069

ALARM BOX LOCATIONS KNAPP TO ANDOVER

Box No.	LOCATION	M.P.
4	Signal 1734, ½ mile east of M.P. 173	173½
5	On top east end of Shed No. 10	179
6	900 feet east of Signal 1794	179½
15	300 feet east of east portal Tunnel No. 1	...
16	Signal 1707, 500 feet east of west switch Emigrant Gap	...
17	150 feet east of crossover Emigrant Gap	...
18	Between Smart and Emigrant Gap	173
19	Between Smart and Yuba Pass	174
21	Between Smart and Yuba Pass	175
22	Signal 1761, highway overhead bridge Yuba Pass	...
23	300 feet east of M.P. 177	177
24	West end of center siding Crystal Lake	178
25	West end Butte Canyon bridge	179
26	200 feet west of crossover Cisco	180
27	East portal Tunnel No. 39	181
28	Between Tamarack and Cisco	183
29	¼ mile west of west switch Troy on No. 1 track	...
31	200 feet east of east switch Troy on No. 2 track	186
32	East end lower Cascade Bridge	187
33	¼ mile east of upper Cascade Bridge	188
34	Switch of cook car spur track No. 1 Norden	...
35	1000 feet west of west portal Tunnel No. 6	193
36	200 feet east Tunnel No. 6	194
37	Between Tunnels No. 8 and No. 9	195
38	100 feet east of east portal Tunnel No. 10	...
39	West switch Donner	...
41	1000 feet east of section house Eder	197
42	500 feet east M.P. 198, west end shed No. 46	198
43	½ mile east M.P. 198, west end shed No. 47	198½
44	Signal 1994, ½ mile east M.P. 199	199½
45	300 feet west of west portal Tunnel No. 13	200
46	Opposite section house Andover	...
47	At Andover station	201
48	In turntable house Norden	...
49	East switch of run-around, track No. 2 Norden	...
51	East switch of siding No. 2 track Norden	...
52	West portal Tunnel No. 41	...
54	East portal Tunnel No. 41	...

Code signals following box numbers are as follows:
One—East. Two—West. Three—Broken rail. Four—Track men. Five—Slide. Six—Fire.

SPECIAL AUTOMATIC ALARM BOXES

8 Slide, east end Crystal Lake shed No. 2 track.
12 Fire, shed Andover crossover.
14 Fire, shed west end Tunnels No. 13 and No. 42, Andover.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

M. P.	LOCATION	DESCRIPTION
	SACRAMENTO YARD	
	Sacramento River Bridge	.....Side
	Shop Yard	Oil House West of Store No. 1.....Side
	Shop Yard	Sand spurs Nos. 1 and 2.....Overhead
	Shop Yard	Track No. 2, Car Shop No. 9.....Side
	Shop Yard	Track No. 3, Car Shop No. 9.....Side
	Shop Yard	Track No. 4, Car Shop No. 9.....Side
	Shop Yard	Track No. 5, Car Shop No. 9.....Side
	Shop Yard	Track No. 9, Car Shop No. 9....Overhead and Side
	Shop Yard	Roundhouse spur.....Side
	Shop Yard	Track No. 2 Bone Yard Track.....Side
	Shop Yard	Track No. 3 Laundry.....Side
	Shop Yard	Track No. 2 Scrap Dock.....Side
	Shop Yard	Track No. 3 Scrap Dock.....Side
	6th and I Streets	Cowell Lime & Cement Co. Bldg..Overhead and Side
	6th and H Streets	Western Meat spur.....Side
	6th Street	New Foundry Track.....Side
	6th Street	Coke spur.....Side
	6th Street	Foundry Track.....Side
	R between 11th and 12th	Lawrence Warehouse.....Side
	R between 21st and 22nd	Barley spur Buffalo Brewery.....Side
	R between 21st and 22nd	Buffalo Brewery spur.....Overhead and Side
	21st and R	Buffalo Brewery Plant.....Overhead and Side
	25th and R	Unloading pit, Sacramento Rock and Sand Co..Side
	B between 11th and 12th	Phoenix Mill spur.....Side
	B between 8th and 9th	Consumers Ice Co. Track.....Side
	3rd to 6th Streets	Track No. 4 Rolling Mill.....Side
	6th Street	Water Tank.....Side
	15th and N. B. Streets	Unloading pit center of Track, Golden Gate Atlas spur
	13th and 14th on B St.	Unloading pit center of Track, Clark and Henry spur
	4th and R Streets	Sacramento Vegetable Growers Assn.....Side
	5th and R Streets	Virden Packing Co. spur.....Overhead and Side
	Front St. between M & N.	Sacramento Northern Guy Pole.....Side
	Walnut Grove Connection.	2nd Street to Front St. Yard.....Overhead
	Front St. between H & I	Stulsaft spur.....Overhead
	Bet. tracks No. 1 and No. 2	South end of old freight shed, Front St..... Side
	Bet. tracks No. 2 and No. 3	South end of new freight shed, Front St..... Side
	American River Bridge	.....Side
	ROSEVILLE-SPARKS—EASTWARD	
106.6	Roseville	Icing track, PFE track No. 2 and New Icing track, PFE plant.....Side
106.6	Roseville Yard	Track No. 3, Heavy Rip.....Side
106.6	Roseville Yard	Track No. 4, Heavy Rip.....Side
106.6	Roseville Yard	Track No. 5, Heavy Rip.....Side
106.6	Roseville Yard	Track No. 6, Heavy Rip.....Side
106.6	Roseville	P. F. E. Icing Tracks Nos. 0-1-2-3.....
110.6	Rocklin	Kesty Quarry spur.....Overhead
110.6	Rocklin	Henderson Quarry spur.....Overhead and Side
110.6	Rocklin	Pernu Quarry spur.....Overhead
110.6	Rocklin	Elickson Quarry spur.....Overhead
110.6	Rocklin	Cal. Granite spur, Quarry.....Side
110.6	Rocklin	Stock Chute on Corral Track.....Side
	E. of Rocklin	Antelope Creek bridge.....Side
114.2	E. of Rocklin	Tunnel No. 15.....Side and Overhead
114.7	E. of Rocklin	Tunnel No. 16.....Side and Overhead
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17.....Side and Overhead
120.5	E. of Newcastle	Tunnel No. 18.....Side and Overhead
122.7	E. of Newcastle	Tunnel No. 19.....Side and Overhead
123.1	E. of Newcastle	Tunnel No. 20.....Side and Overhead
124.6	E. of Nev. St., Auburn	Tunnel No. 21.....Side and Overhead
131.2	E. of Bowman	Tunnel No. 22.....Side and Overhead
132.7	E. of Clipper Gap	Tunnel No. 23.....Side and Overhead
132.9	E. of Clipper Gap	Tunnel No. 24.....Side and Overhead
133.1	E. of Clipper Gap	Tunnel No. 25.....Side and Overhead
133.3	E. of Clipper Gap	Tunnel No. 26.....Side and Overhead
133.8	E. of Clipper Gap	Tunnel No. 27.....Side and Overhead
134.8	E. of Applegate	Tunnel No. 28.....Side and Overhead
135.9	E. of Applegate	Tunnel No. 29.....Side and Overhead
138.7	E. of N. E. Mills	Tunnel No. 30.....Side and Overhead
139.2	E. of Lander	Tunnel No. 31.....Side and Overhead
139.4	E. of Lander	Tunnel No. 32.....Side and Overhead
141.7	Colfax	Automatic Signal Nos. 1420, 1421 and 1425....Side
141.7	Colfax	Water Col. west of Station W. B.....Side
141.7	Colfax	P. F. E. Icing Platform.....Side
145.3	E. of Colfax	Tunnel No. 33.....Side and Overhead
144.7	E. of Colfax	Tunnel No. 34.....Side and Overhead
152.2	Gold Run	Mail Crane.....Side
	Gold Run	Water Tank West end of Yard.....Side
152.4	E. of Gold Run	Oil and Water columns.....Side
164.3	Knapp	Tunnel No. 1.....Side and Overhead
164.8 200.6	Knapp to Andover	Snow sheds.....Side and Overhead
165.5	Blue Canon	Water Columns.....Side
171.8	Emigrant Gap Station	Signal 1718
173.0	Smart	Signals 1736-1737
185.0	Troy, Snowshed West End Summer Siding	Signal 1846
197.0	Eder, East of Snowshed	Signals 1978-1979
208.0	Truckee	Roundhouse portals.....Side
208.0	Truckee	Oil sump doorways.....Side
242.9	Reno	Transfer track.....Side
242.9	Reno	Buffalo Brewing Co. platform.....Side

M. P.	LOCATION	DESCRIPTION
	SPARKS-ROSEVILLE—WESTWARD	
164.8 201.3	Andover to Knapp	Snow sheds.....Overhead and Side
	Tunnel No. 6	Bunker on No. 3 spur.....Side
195.7	West of Donner	Tunnel No. 12.....Overhead and Side
195.4	West of Donner	Tunnel No. 11.....Overhead and Side
195.1	West of Donner	Tunnel No. 10.....Overhead and Side
194.9	West of Donner	Tunnel No. 9.....Overhead and Side
194.3	West of Donner	Tunnel No. 8.....Overhead and Side
194.1	West of Donner	Tunnel No. 7.....Overhead and Side
193.7	West of Donner	Tunnel No. 6.....Overhead and Side
181.0	West of Tamarack	Tunnel No. 4.....Overhead and Side
180.7	West of Tamarack	Tunnel No. 3.....Overhead and Side
164.3	West of Knapp	Tunnel No. 1.....Overhead and Side
132.6	West of Applegate	Tunnel No. 0.....Overhead and Side
124.5	Auburn	Ford & Son Warehouse, hill track.....Side
124.5	Auburn	Lowell Warehouse, hill track.....Side
124.5	Auburn	Fruit House Track, hill track.....Side
124.5	Auburn	House Track, Auburn I. & C. siding.....Side
124.5	Auburn	House Track, Ford & Son, warehouse siding....Side
122.	West of Flint	Cut West of 122.....Side
	West of Flint	Cut West of 122-G.....Side
	West of Flint	Cut West of 122-H.....Side
	West of Flint	Bloomer Cut.....Side
120.1	Newcastle	Tunnel No. 18.....Overhead and Side
113.9	Loomis	No. 1 Hill track, Earl Fruit Co.....Side
113.9	Loomis	No. 1 Hill track, Law Bros., Fruit House.....Side
	SACRAMENTO-GERBER	
94.9	Ben Ali	Cannon Phillips spur.....Overhead and Side
117.0	Lincoln	Diamond Match Co., Lumbershed.....Side
	Clayton	Stockton Fire Brick Co., spur.....Overhead
140.8	Marysville	Strain Warehouse, 9th and B St..Overhead and Side
140.8	Marysville	Buckeye Mill platform.....Side
122.0	Marysville, E Street	Yuba Construction Co., platform.....Side
161.4	Biggs	Rice Mill Siding.....Overhead and Side
	DAVIS-TEHAMA	
84.9	Woodland	West end of Globe Rice Mill....Overhead and Side
124.2	Williams	Bartlett Water Co., shed platform.....Side
124.2	Williams	Stoval-Wilcox platform.....Overhead and Side
124.2	Williams	Williams Warehouse Co., platform.....Side
149.9	Willows	Glenn County Spur.....Side
	WYO-HARRINGTON	
120.8	Grimes	Water Spout.....Overhead
145.9	Princeton	Water Spout.....Overhead
150.4	Codora	Warehouse.....Side
165.9	Rotavele	Elevator.....Side
177.4	Hamilton	Beet pulp dryer, 285 feet east of hay barn, Holly Sugar Co.....Overhead and Side
	WOODLAND-OROVILLE	
111.4	Tudor	Water Tank.....Side
120.4	Yuba City	S.N.R.R. trolley wire, East of station....Overhead
135.0	Honcut	H. A. Brown track.....Overhead and Side
147.9	Oroville	C. L. Bills cement warehouse.....Side
147.9	Oroville	Ice House platform.....Side
	SACRAMENTO-PLACERVILLE	
91.5	Sacramento, 23rd and R	Contractors' spur, building.....Side
94.8	Brighton	Unloading pit center of track A. Teichert Co. spur
95.9	Perkins	Perkins' Store.....Side
98.9	Mayhew	Humphrey Packing house platform.....Side
98.9	Mayhew	Earl Fruit Co. platform.....Side
122.3	Cothrin	Rock Cut.....Side
126.4	Latrobe	Rock Cut.....Side
126.5	East of Latrobe	Rock Cut.....Side
128.6	East of Latrobe	Rock Cut.....Side
148.7	Placerville	Water Tank.....Side
	SACRAMENTO-ISLETON	
92-B	.....	Bridge.....Side
93.0	Charles	Stock Chutes at 93-A.....Side
	Snodgrass Slough	Bridge.....Side
113.4	Walnut Grove	Pacific Fruit Bldg.....Side

Tracks adjacent to P. F. E. icing platforms at Roseville, and Consumers Ice and Cold Storage Company, Sacramento, have side clearance of less than 7 ft. 8 in.

Employees are warned that it is dangerous to stand erect on top of cars or to ride on side of cars while passing these points and that they must protect themselves from injury.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco.	Dr. C. A. Walker......	Chief Surgeon and Manager.
Sacramento...	Dr. A. M. Henderson..	Division Examiner and Surgeon.
Sacramento...	Dr. W. W. Cress......	Division Surgeon.
Sacramento...	Dr. W. N. Becker.....	District Surgeon.
Sacramento...	Dr. Arthur F. Wallace.	Assistant District Surgeon.
Sacramento...	Dr. J. Roy Jones......	Aurist.
Sacramento...	Dr. E. C. Turner......	Oculist.
Roseville.....	Dr. L. E. Jones.......	District Examiner and Surgeon.
Roseville.....	Dr. J. F. McAnally....	Associate District Surgeon.
Loomis.......	Dr. P. D. Barnes......	District Surgeon.
Newcastle....	Dr. L. B. Barnes......	District Surgeon.
Auburn......	Dr. J. A. Russell......	District Surgeon.
Colfax.......	Dr. F. Lynn Smith....	District Surgeon
Dutch Flat...	Dr. W. B. Hardie.....	District Surgeon.
Truckee......	Dr. J. H. Bernard.....	District Examiner and Surgeon,
Reno........	Dr. W. H. Hood......	Consulting Surgeon.
Reno........	Dr. Horace J. Brown...	Division Examiner and Surgeon, State of Nev.
Reno........	Dr. Harold E. Lohlein..	Assistant District Surgeon.
Reno........	Dr. C. W. West.......	District Surgeon.
Reno........	Dr. John A. Fuller.....	Oculist and Aurist.
Reno........	Dr. Earle C. Creveling.	Emerg. Oculist and Aurist.
Lincoln......	Dr. A. W. McArthur...	District Surgeon.
Wheatland....	Dr. F. W. Didier......	District Surgeon.
Marysville....	Dr. E. E. Gray........	District Surgeon.
Marysville....	Dr. Samuel A. Morris..	Oculist and Aurist.
Live Oak.....	Dr. I. W. Higgins.....	District Surgeon
Gridley......	Dr. W. S. Lavy.......	District Surgeon.
Biggs........	Dr. Edwin S. Peeke....	Emergency Surgeon.
Durham......	Dr. J. L. Doyle.......	District Surgeon.
Chico........	Dr. N. T. Enloe.......	District Surgeon.
Chico........	Dr. D. H. Moulton....	District Surgeon.
Stirling City..	Dr. Fred D. Baty.....	District Surgeon.
Los Molinos..	Dr. James L. Faulkner.	District Surgeon.
Gerber.......	Dr. R. G. Frey........	District Examiner and Surgeon.
Davis........	Dr. Thomas E. Cooper.	Emergency Surgeon.
Davis........	Dr. Leo A. Cronan.....	Emergency Surgeon.
Woodland....	Dr. O. C. Railsback....	District Surgeon.
Arbuckle.....	Dr. H. S. Powis.......	District Surgeon.
Williams.....	Dr. Charles F. Keith...	District Surgeon.
Colusa.......	Dr. John W. Scott.....	District Surgeon.
Willows......	Dr. Frank M. Lawson..	District Surgeon.
Orland.......	Dr. T. H. Brown.......	District Surgeon.
Corning......	Dr. H. H. Beck.......	District Surgeon.
Oroville......	Dr. E. A. Kusel.......	District Surgeon.
Fair Oaks....	Dr. G. M. Kennedy....	Emergency Surgeon.
Folsom.......	Dr. Kenneth E. Overholt................	District Surgeon.
Placerville....	Dr. W. A. Reckers.....	District Surgeon.
Hamilton.....	Dr. Mary B. Poket....	Emergency Surgeon.
Yuba City....	Dr. Neal M. Loomis...	District Surgeon.
Yuba City....	Dr. P. B. Hoffman.....	District Surgeon.
Walnut Grove.	Dr. V. W. Pallesen.....	District Surgeon.
Isleton.......	Dr. Godfrey Steinert...	District Surgeon.
Lake Tahoe ..	Dr. C. B. Pedersen....	Emergency Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL..............	SAN FRANCISCO
EMERGENCY..........	SACRAMENTO
"	ROSEVILLE
"	GERBER
"	SPARKS

RATING OF ENGINES—SACRAMENTO DIVISION—In M's of 1000 lbs. back of Tender

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
M-4	M-63 20/28 126, 135-S	1617 to 1713...............	190	4300	1050	690	1650	800	3400	1250	780	3750	2300	....	....
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825...	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
M-9	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
M-11	M-63 22/28 153-S, 162-SF	1831 to 1835...............	200												
M-21	M-63 22/28 181-S, 185-SF	1837 to 1845...............	250	6450	1600	1000	2500	1200	5000	....	....	....	....	...	....
T-1	T-63 20/26 112	2242 to 2271...............	180	3850	900	590	1400	680	3100	1100	700	3350	2100	370	700
T-26	T-69 21/28 152-S	2283 to 2299...............	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
T-23	T-63 21/28 156-S, 163-SF	2301 to 2310...............	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040
T-28, 31	T-63 22/28 162-S	2311 to 2362...............	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384...............	210	6150	1450	970	2300	1100	5050	1800	1150	5400	3450	...	....
P-1, 3, 5	P-77 22/28 141-S, 152-SF	2400 to 2452, 2459, 2460.....	210	4850	1100	700	1800	950	3800	1350	810	4300	2550	....	....
P-1	P-77 22/28 160/B-54-S														
P-1	P-77 22/28 163/B-54-SF														
P-4	P-77 23/28 155/B-58-SF	2401 to 2436...............	210	5350	1250	780	2000	1050	4150	1500	900	4750	2800	...	....
P-8, 10	P-73 25/30 181-SF	2461 to 2491...............	200	6750	1550	990	2550	1350	5250	....	....	....	....	...	....
P-8, 10	P-73 25/30 183/B-63-SF		210												
C-8,9,10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2698 to 2860...	210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550	...	....
TW-8	TW-54 21/32 161-S	2914 to 2923...............	190	5650	1450	970	2200	1250	4450	1650	1100	4900	3000	...	....
A-3	A-81 20/28 112-S, 116-SF	3025 to 3071...............	210	3800	....	....	....	....	2950	....	....	....	....	...	....
A-3	A-81 20/28 120/B-64-SF	3025 to 3071...............													
P-12	P-73 26/28 189-SF	3120 to 3129...............	205	7000	1600	1000	2600	1400	5350	....	....	....	....	...	....
Mk-2, 4	Mk-57 23½/30 206-S, 230-SF	3201 to 3240...............	210	7650	1900	1250	2950	1600	5950	2200	1400	6650	4050	...	....
Mk-5, 6	Mk-63 26/28 210-S, 233-SF	3241 to 3277...............	210	8400	2100	1400	3250	1850	6600	2500	1600	7400	4500	...	....
Mk-7, 8, 9	Mk-63 $\frac{29}{30}$ 247-S, 257-SF	3300 to 3324...............	176	9200	2300	1500	3500	2000	7200	....	....	....	....	...	....
Mk-7, 8, 9	Mk-63 $\frac{27}{30}$ 247-S, 257-SF		205												
F-1	F-63 27½/32 273-S, 282-SF	3611 to 3652...............	200	9650	2450	1650	3750	2100	7550	....	....	....	....	...	....
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667...............	200	11000	2750	1850	4300	2400	8600	....	....	....	....	...	....
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3769...............													
F-5	F-63 29½/32 306/B-62-SF														
AM-2	AM-63 $\frac{22\text{-}22}{28}$ 357-SF	3900 to 3911...............	210	10900	2700	1800	4200	2300	8500	....	....	....	....	...	....
AC-1, 2, 3	AC-57 $\frac{22\text{-}22}{30}$ 441-SF	4000 to 4048...............	210	13300	3400	2150	5200	2750	10400	....	....	....	....	...	....
AC-6	AC-63 $\frac{24\text{-}24}{32}$ 517-SF	4126 to 4150...............	250	18500	4800	2900	7300	3700	14500	....	....	....	....	...	....
AC-7	AC-63 $\frac{24\text{-}24}{32}$ 515-SF	4151 to 4176...............													
AC-8, 10	AC-63 $\frac{24\text{-}24}{32}$ 532-SF	4177 to 4244...............													
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376...............	210	8950	2150	1400	3400	1850	6950	....	....	....	....	...	....
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409...............	250	9550	2250	1450	3600	1950	7450	....	....	....	....	...	....
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4415...............													
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429...............	280	9700	2300	1500	3650	2000	7550	....	....	....	....	...	....
GS-4	GS-80 25½/32 276/B-118-SF	4430 to 4457...............	300	9900	2350	1550	3700	2050	7700	....	....	....	....	...	....
Allowance for Empty and Underloaded Cars...............		Less than 45 M's..........		6	6	3	6	3	6	3	3	6	6	3	3
		45 M's to 55 M's..........		3	3	3	3	3	3	3	3	3	3	3	3
		More than 55 M's..........		0	0	0	0	0	0	0	0	0	0	0	0

Note: Rating of eastward trains with two or more engines, classes AC- 6, 7, 8 and 10 will be single rating shown in column 3, Colfax to Sparks, multiplied by number of engines used, for the entire district, Roseville to Sparks.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

V. M. PETTERSON, Assistant Superintendent, Sacramento, Cal.

TRAINMASTERS

H. E. MILLER..Marysville, Cal.
G. P. McNAMARA..Sacramento, Cal.
W. S. HOOSON..Truckee, Cal.

TERMINAL SUPERINTENDENT

F. PURDY...Roseville, Cal.

ASSISTANT TERMINAL SUPERINTENDENT

H. J. NEILSEN..Roseville, Cal.

CHIEF TRAIN DISPATCHERS

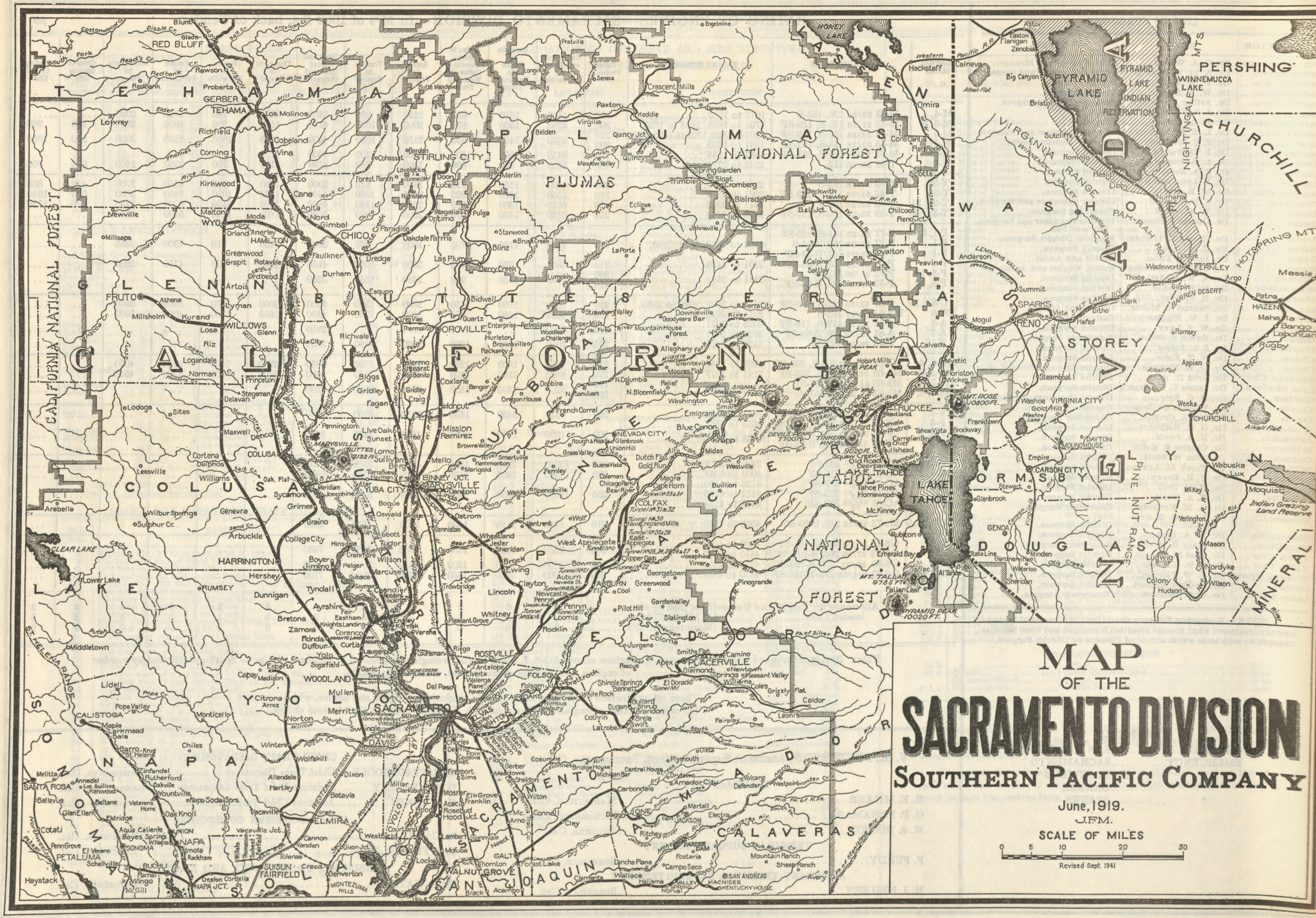
O. T. STACKPOOLE...Chief Train Dispatcher..............Sacramento, Cal.
D. A. NEELLEY.......Assistant Chief Train Dispatcher......Sacramento, Cal.
C. N. JONES..........Assistant Chief Train Dispatcher......Sacramento, Cal.

ROAD FOREMEN OF ENGINES

A. CARR..Roseville, Cal.
L. J. FRANKLIN...Roseville, Cal.

ASSISTANT TRAINMASTER AND EXAMINER

E. C. WATSON...Sacramento, Cal.


CALIFORNIA
NEVADA
TEHAMA
GLENN
BUTTE
PLUMAS
LASSEN
SIERRA
YUBA
NEVADA
PLACER
SUTTER
COLUSA
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
SAN JOAQUIN
AMADOR
CALAVERAS
EL DORADO
WASHOE
STOREY
ORMSBY
DOUGLAS
LYON
CHURCHILL
PERSHING
MINERAL
CALIFORNIA NATIONAL FOREST
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
PYRAMID LAKE
PYRAMID LAKE INDIAN RESERVATION
WINNEMUCCA LAKE
HONEY LAKE
LAKE TAHOE
CLEAR LAKE
RED BLUFF
GERBER
TEHAMA
CORNING
CHICO
OROVILLE
WILLOWS
HAMILTON
MARYSVILLE
YUBA CITY
BINNEY JCT.
COLUSA
HARRINGTON
WOODLAND
DAVIS
SACRAMENTO
ROSEVILLE
FOLSOM
AUBURN
COLFAX
NEVADA CITY
PLACERVILLE
TRUCKEE
RENO
SPARKS
VIRGINIA CITY
CARSON CITY
FERNLEY
HAZEN
CALISTOGA
NAPA
SONOMA
PETALUMA
SANTA ROSA
SUISUN FAIRFIELD
ELMIRA
NAPA JCT.
WALNUT GROVE
GALT
STIRLING CITY
MT. ROSE 10800 FT.
PYRAMID PEAK 10020 FT.
MT. TALLAC 9785 FT.
CASTLE PEAK 9139 FT.
SIGNAL PEAK 7860 FT.
DEVILS PEAK 7100 FT.
MARYSVILLE BUTTES 2132 FT.
WESTERN DIVISION
SALT LAKE DIV.
Western Pacific R.R.
SAN JOAQUIN
Indian Grazing Land Reserve
Alkali Flat
BARREN DESERT
VIRGINIA RANGE
PINE NUT RANGE
ST. HELENA RANGE
NIGHTINGALE MTS.
HOT SPRING MTS.

MAP OF THE SACRAMENTO DIVISION

SOUTHERN PACIFIC COMPANY

June, 1919.

J.F.M.

SCALE OF MILES

0 5 10 20 30

Revised Sept. 1941